

VICTORIA

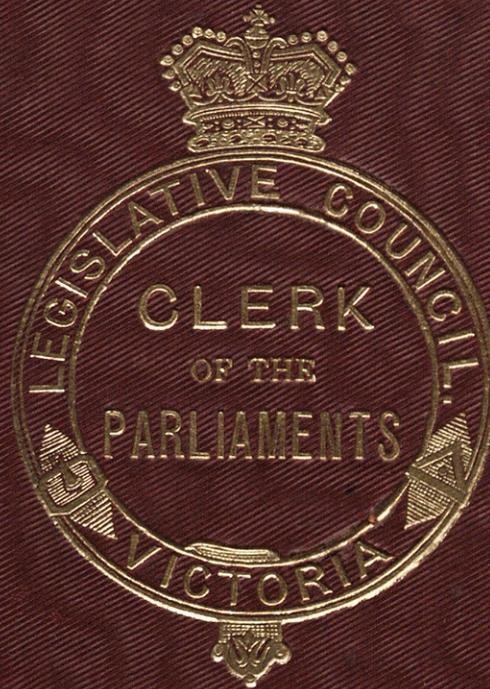


MINUTES  
OF THE  
PROCEEDINGS  
OF THE  
LEGISLATIVE  
COUNCIL.

SESSION.

1898.

CLERK OF  
THE PARLIAMENTS



VICTORIA.



MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

---

SESSION 1898.

---

WITH COPIES OF THE VARIOUS DOCUMENTS ORDERED  
TO BE PRINTED.

---

By Authority:  
ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

Section 1

Text 1

Text 2

Text 3

Text 4

Text 5

Text 6

Text 7

Text 8

Text 9

Text 10

Text 11

Text 12

Text 13

Text 14

Text 15

Text 16

Text 17

Text 18

Text 19

Text 20

Text 21

Text 22

Text 23

Text 24

Text 25

Text 26

Text 27

Text 28

Text 29

Text 30

Text 31

Text 32

Text 33

Text 34

Text 35

Text 36

Text 37

Text 38

Text 39

Text 40

Text 41

Text 42

Text 43

Text 44

Text 45

# CONTENTS.

	Page
MEMBERS OF THE COUNCIL FROM 1ST JANUARY, 1898, TO 31ST DECEMBER, 1898, INCLUSIVE ...	v
INDEX ... ..	vii
PROCEEDINGS ON BILLS INTRODUCED IN THE COUNCIL ... ..	xxxv
MINUTES OF THE PROCEEDINGS ... ..	1
SELECT COMMITTEES ... ..	165
DIVISIONS IN COMMITTEE OF THE WHOLE COUNCIL ... ..	171

## RETURNS TO ORDERS OF THE COUNCIL—

<p>C 1. Persons liable to pay Income Tax.—Return to an Order of the Legislative Council, dated 23rd August, 1898, for a Return showing the number of persons liable to pay Income Tax for the year 1897 to the following amounts :—</p> <p style="margin-left: 40px;">£5 tax per annum and under ;  From £5 tax per annum to £7 ;  From £7 tax per annum to £10 ;  From £10 tax per annum to £20 ;  From £20 tax per annum and upwards ... ..</p>	187
<p>C 2. Ratepayers in Victoria.—Return to an Order of the Legislative Council, dated 23rd August, 1898, for a Return showing the number of Ratepayers in Victoria whose properties are valued for rating at—</p> <p style="margin-left: 40px;">£5 per annum and under ;  From £5 per annum to £7 ;  From £7 per annum to £10 ;  From £10 per annum to £20 ;  From £20 per annum and upwards ... ..</p>	189
<p>C 3. Hare System of Election in Tasmania.—Return to an Order of the Legislative Council, dated 7th July, 1897, for a Copy of the following papers, viz. :—</p> <ol style="list-style-type: none"> <li>1. The Hare System in Tasmania. By Professor Jethro Brown, being a paper read before the Royal Society of Tasmania, and reprinted at the <i>Tasmanian News</i> Office, Collins-street, Hobart.</li> <li>2. Observations on the Working Results of the Hare System of Election in Tasmania. By R. M. Johnston, Government Statistician, Tasmania. Office of Government Printer, Tasmania.</li> <li>3. Statute regulating the Elections by the Hare System in Tasmania ... ..</li> </ol>	191

## REPORTS FROM SELECT COMMITTEES—

D 1. On the Immigration Restriction Bill ... ..	213
D 2. On the Exported Products Bill ... ..	253
D 3. On Electric Traction on Railways ... ..	339
D 4. On Permanent Artillery Appointments ... ..	401

## PETITION—

E 1. Exported Products Bill.—From the President, Vice-Presidents, and Members of Council of the Melbourne Chamber of Commerce, praying that the Council would refuse to pass the Bill into law, or withhold its assent to the said Bill until it has been referred to a Select Committee, or until evidence on the Bill has been given at the Bar of the Council ... ..	421
---	-----

## EVIDENCE TAKEN AT THE BAR OF THE COUNCIL—

On the Colac and Beech Forest Railway Construction Bill—in Committee of the Whole	423
---	-----



MEMBERS OF THE LEGISLATIVE COUNCIL DURING THE PERIOD FROM  
1ST JANUARY TO 31ST DECEMBER, 1898, INCLUSIVE.

Provinces and Members.	Elected at—		Dates of Retirement.	Remarks.
	Nomination.	Polling.		
<b>MELBOURNE PROVINCE:</b>				
The Honorables—				
Cornelius Job Ham ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Robert Reid ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Sir Arthur Snowden ... ..	31 Aug. 1895	...	1901	Elected in place of Hon. G. S. Coppin, who retired by rotation.
James Service ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>NORTH YARRA PROVINCE:</b>				
The Honorables—				
Nathaniel Levi ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William Pitt ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Frederick Sheppard Grimwade ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>SOUTH YARRA PROVINCE:</b>				
The Honorables—				
Simon Fraser ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Lieut.-Col. Sir Frederick Thomas Sargood, K.C.M.G. ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
George Godfrey ... ..	...	12 Sept. 1895	1901	Elected in place of Hon. J. M. Davies, who retired by rotation.
Edward Miller ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>SOUTHERN PROVINCE:</b>				
The Honorables—				
Donald Melville ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Thomas Brunton ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Sir Rupert Turner Havelock Clarke, Bart. ... ..	17 June 1897	...	1900	Elected in place of Hon. Sir W. J. Clarke, Bart., deceased.
<b>SOUTH-WESTERN PROVINCE:</b>				
The Honorables—				
Sir Henry John Wrixon, K.C.M.G., Q.C. ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Joseph Henry Connor ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Sidney Austin ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>NELSON PROVINCE:</b>				
The Honorables—				
Thomas Dowling ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Samuel Williamson ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
William Henry Seville Osmand ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>WESTERN PROVINCE:</b>				
The Honorables—				
Nathan Thornley ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Agar Wynne ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Samuel Winter Cooke ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>NORTH-WESTERN PROVINCE:</b>				
The Honorables—				
Thomas Comrie ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Pharez Phillips ... ..	...	10 Sept. 1896	1902	Elected in place of Hon. D. E. McBryde, who retired by rotation.
Joseph Major Pratt ... ..	31 Aug. 1895	...	1901	Retired by rotation, and re-elected.
James Bell ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.

MEMBERS OF THE LEGISLATIVE COUNCIL—*continued.*

Provinces and Members.	Elected at—		Dates of Retirement	Remarks.
	Nomination.	Polling.		
<b>NORTHERN PROVINCE :</b>				
The Honorables—				
Joseph Henry Abbott ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William Irving Winter-Irving ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
George Simmie ... ..	31 Aug. 1895	...	1901	Retired by rotation, and re-elected.
Joseph Sternberg ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>WELLINGTON PROVINCE :</b>				
The Honorables—				
Thomas Drummond Wanliss ... ..	6 May 1893	...	1898	Elected in place of Hon. E. Steinfeld, deceased.
John Young McDonald ... ..	26 Aug. 1898	...	1904	Elected in place of Hon. T. D. Wanliss, who retired by rotation.
Sir Henry Cuthbert, K.C.M.G. ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Edward Morey ... ..	31 Aug. 1895	...	1901	Retired by rotation, and re-elected.
David Ham ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>NORTH CENTRAL PROVINCE :</b>				
The Honorables—				
Dr. William Henry Embling ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Nicholas FitzGerald ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Sir William Austin Zeal, K.C.M.G. ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected. Re-elected President, 4th October, 1894.
<b>NORTH-EASTERN PROVINCE :</b>				
The Honorables—				
Frederick Brown ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected. Re-appointed Chairman of Committees, 6th September, 1898.
John Alston Wallace ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Arthur Otto Sachse ... ..	1 Sept. 1894	...	1900	Retired by rotation, and re-elected.
<b>GIPPSLAND PROVINCE :</b>				
The Honorables—				
Edward Jolley Crooke ... ..	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William McCulloch ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
Charles Sargeant ... ..	31 Aug. 1895	...	1901	Retired by rotation, and re-elected.
Joseph Hoddinott ... ..	...	18 Nov. 1898	1901	Elected in place of Hon. C. Sargeant, resigned.
William Pearson ... ..	18 Sept. 1896	...	1900	Elected in place of Hon. G. Davis, deceased.
<b>SOUTH-EASTERN PROVINCE :</b>				
The Honorables—				
James Buchanan ... ..	27 Aug. 1892	...	1898	Retired by rotation, and re-elected.
William Knox ... ..	26 Aug. 1898	...	1904	Elected in place of Hon. J. Buchanan, who retired by rotation.
James Balfour ... ..	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
James Callender Campbell ... ..	19 June 1895	...	1900	Elected in place of Hon. Dr. Dobson, deceased.

GEORGE H. JENKINS,  
*Clerk of the Parliaments.*

Legislative Council,  
Melbourne, 31st December, 1898.

---

---

I N D E X.

---

---



1898.

LEGISLATIVE COUNCIL OF VICTORIA.

SECOND SESSION

OF THE

SEVENTEENTH PARLIAMENT.

I N D E X.

NOTES—(1) For details as to the Proceedings on Bills, subsequent to their initiation, see pages xxxv to XLVIII.  
 (2) To facilitate reference to any Paper ordered to be printed, the Cypher (as A 1) at the bottom of the title-page of each Paper is shown in this Index.

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
ABORIGINES—Thirty-fourth Report of the Board for the Protection of the : Presented (No. 53) ... ..	91	...	...	1189
Absence, Leave of. See under "Council—Members."				
Accounts, Public. See "Audit Act."				
Addresses—				
To His Excellency the Administrator of the Government (the Honorable Sir John Madden, LL.D., Chief Justice)—				
In reply to Speech on Opening of Parliament ... ..	13			
His Excellency's answer thereto reported ... ..	22			
Requesting His Excellency to forward by cable, to the Principal Secretary of State for the Colonies, for presentation to the Queen with a view to its being communicated to the Emperor of Austria, the Joint Resolution of the Council and the Assembly expressing their sympathy with the Austrian Nation on the assassination of Her Most Gracious Majesty the Empress, and of condolence with His Majesty the Emperor and the Members of the Royal Family ... ..	58-9			
Motion for concurring therein with the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) ... ..	59			
Agreed to ... ..	59			
And see "Messages from His Excellency the Administrator of the Government," "Messages from His Excellency the Governor," and "Messages from the Legislative Assembly."				
Administration and Probate Acts Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ) :				
Initiated ... ..	11			
Subsequent proceedings ... ..	20, 26, 64, 70, 108, 132-3, 150, 153, 157, 161			
Advances to Municipalities. See "Municipalities' Advances."				
Agricultural Education—Accounts of the Trustees of Agricultural Colleges and the Council of : Presented—				
From 1st July, 1897, to 31st December, 1897 (No. 34) ... ..	22	...	...	555
From 1st January, 1898, to 30th June, 1898 (No. 46) ... ..	67	...	...	1029
Albacutya Railway. See "Jeparit."				
Amendment of Constitution of Council. See "Constitution of Council."				
Appropriation Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	151			
Subsequent proceedings ... ..	157, 161			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Arapiles Shire and the Western Wimmera Irrigation and Water Supply Trust— Application of Municipal Funds : Presented ... ..	57			
Assassination of the Empress of Austria—Resolution of Sympathy with the Austrian Nation on the assassination of the Empress of Austria, and of Condolence with His Majesty the Emperor and the Members of the Royal Family ... ..	58			
Motion for concurring therein with the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) ... ..	58			
Agreed to ... ..	58			
Despatch from Her Majesty's Embassy at Vienna in relation to Joint Resolution ... ..	117-18			
And see "Addresses to His Excellency the Administrator of the Government," "Messages from His Excellency the Administrator of the Government," "Messages from His Excellency the Governor," and "Messages from the Legislative Assembly."				
Assent to Bills—Her Majesty's Assent proclaimed to Marine Act 1890 further Amendment Bill ... ..	65-6			
By His Excellency the Governor at Parliament House ... ..	161, 161			
And see "Messages from His Excellency the Administrator of the Government" and "Messages from His Excellency the Governor."				
Assistant Government Statist's Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	19			
Subsequent proceedings ... ..	22-3, 29			
Astronomer, Government. See "Observatory."				
Attachment of Wages. See "Wages Attachment."				
Auction Sales Act 1890 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. J. Bell</i> ) : Initiated ... ..	89			
Subsequent proceedings ... ..	112, 128, 131, 161, 161			
Audit Act 1890 : Presented—				
Additional General Regulation respecting Public Accounts (31A) ...	12			
Alteration of General Regulations respecting Public Accounts (Clauses 35A and 55) ... ..	12			
Alteration of General Regulations respecting Public Accounts (64 and 65) ... ..	84			
Australasian Federal Constitution Poll—Copy of Certificate of Result of Polling : Presented ... ..	12			
Australasian Federal Convention : Presented—				
Proceedings of the, held at Parliament House, Melbourne, 20th January to 17th March, 1898 (No. 18) ... ..	54	...	905	
Official Report of the Debates of the, held at Parliament House, Mel- bourne, 20th January to 17th March, 1898 (No. 19) <sup>a</sup> ... ..	54			
Australasian Federation Enabling Act 1896—Regulations : Presented ...	18			
Australasian Statistics for the year 1896 : Presented (No. 3) ... ..	17	...	35	
Austria, Empress of—Assassination of. See "Addresses to His Excellency the Administrator of the Government," "Assassination of the Empress of Austria," "Messages from His Excellency the Administrator of the Government," "Messages from His Ex- cellency the Governor," and "Messages from the Legislative Assembly."				
BANK Liabilities and Assets—Summary of Sworn Returns : Presented—				
For the quarter ended 30th September, 1897 (No. 16) ... ..	12	...	897	
For the quarter ended 31st December, 1897 (No. 17) ... ..	18	...	901	
For the quarter ended 31st March, 1898 (No. 25) ... ..	36	...	...	127
For the quarter ended 30th June, 1898 (No. 44) ... ..	67	...	...	1021
Bar of the Council, Evidence at the—Motion : "That the Commissioner of Railways and the Engineer-in-Chief of the Victorian Railways be summoned to attend to-morrow, at half-past eight o'clock, to give evidence at the Bar of the Council before the Committee of the whole on the Colac and Beech Forest Railway Construction Bill" ( <i>Hon. A. Wynne</i> ) ... ..	143			
Debated and agreed to ... ..	143			
Evidence taken in Committee ... ..	152	423		

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Beech Forest Railway. <i>See</i> "Colac and Beech Forest."				
Beet Sugar. <i>See</i> "Maffra."				
Bendigo Telephone Service—Motion for a Return showing—				
1. A detailed statement of the Postal Department's original cost and present valuation of the telephone instruments, wires, and all necessary appliances used in connexion with the Bendigo telephone service.				
2. The total cost of working the above service.				
3. The total income derived therefrom. ( <i>Hon. J. Sternberg</i> )	...	24		
Agreed to ...	...	24		
Return ...	...	41		
Bills—Corrections and clerical error reported in ...	67, 125			
Birchip and Cronomby Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ...	...	35		
Subsequent proceedings ...	...	38, 45		
Births, Deaths, and Marriages. <i>See</i> "Registration."				
Borong Shire and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds: Presented ...	...	54		
Brighton Loan Bill—Brought from the Legislative Assembly ( <i>Hon. S. Williamson</i> ): Initiated ...	...	19		
Subsequent proceedings ...	...	23, 27, 38, 45		
British New Guinea. <i>See</i> "New Guinea."				
British Pharmacopoeia Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	...	53		
Subsequent proceedings ...	...	61, 101, 117		
Buchanan, Hon. J.—Letter from, on retiring from Parliamentary life ...	...	53		
CALL of the Council—Motion for. <i>See</i> "Council—Call of the."				
Chairman of Committees. <i>See under</i> "Council."				
Charitable Institutions: Presented—				
Report of Inspector for the year ended 30th June, 1897 (No. 2) ...	...	11	...	5
Report of Inspector for the year ended 30th June, 1898 (No. 58) ...	...	105	...	1315
Clerk of the Parliaments. <i>See under</i> "Council."				
Coal Industry, Victorian. <i>See under</i> "Council—Adjournment Motions."				
Code Addresses. <i>See under</i> "Post Office Acts."				
Colac and Beech Forest Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ...	...	138		
Subsequent proceedings ...	...	143, 152		
And <i>see</i> "Bar of the Council."		160		
Collingwood Railway. <i>See</i> "Melbourne and Collingwood."				
Companies Act 1890—Summary of Statements for year 1897 made by Companies transacting Life Assurance business in Victoria: Presented <sup>a</sup> ...	...	91		
Companies Act 1890 Amendment Bill ( <i>Hon. A. Wynne</i> ): Initiated ...	...	63		
Subsequent proceedings ...	...	81, 88		
And <i>see</i> "Life Assurance Companies Amendment Bill."				
Consolidated Inscribed Stock. <i>See</i> "Victorian Government Consolidated Inscribed Stock."				
Consolidated Revenue Bill (No. 1)—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	...	26-7		
Subsequent proceedings ...	...	27, 29		
Consolidated Revenue Bill (No. 2)—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	...	30		
Subsequent proceedings ...	...	33, 37		
Consolidated Revenue Bill (No. 3)—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	...	88		
Subsequent proceedings ...	...	88, 89		
Constitution Act Amendment Act 1890, The—Part IX.—Temporary appointments under. <i>See under</i> "Parliament."				
Constitution Act, Amendment of The—Motion: "That the question of the amendment of <i>The Constitution Act</i> and the amendment of amendments of <i>The Constitution Act</i> , and the question that was raised on the third reading of the Plural Voting Abolition Bill, be referred to the Standing Orders Committee for consideration and report" ( <i>Hon. Sir A. Snowden</i> ) ...	...	111		
Debated and agreed to ...	...	111		
And <i>see</i> "Plural Voting Abolition Bill," "Purification of Rolls Bill," and "Women's Suffrage Bill."				

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
<b>Constitution of Council, Amendment of—Motion :</b>				
“1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.	73			
“2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied” ( <i>Hon. Sir H. J. Wrixon</i> )	73			
Debated and negatived ... ..	73			
Constitution Statute—Statement of Expenditure under Schedule D to Act 18 & 19 Vict., cap. 55, during the year 1897–8: Presented (No. 45)	84	...	...	1025
Convention. See “Australasian Federal Constitution Poll” and “Australasian Federal Convention.”				
<b>Council—</b>				
Act—Governor assents to Appropriation and other Bills at Parliament House ... ..	161, 161			
Assent to other Bills announced. See “Messages from His Excellency the Administrator of the Government” and “Messages from His Excellency the Governor.”				
Her Majesty’s Assent proclaimed to Marine Act 1890 further Amendment Bill ... ..	65–6			
Adjournment ... ..	13, 20, 24, 27, 33, 39, 44, 48, 55, 62, 64, 77, 81, 85, 88, 90, 92, 96, 108, 158			
Adjournment Motions—Under Standing Order No. 53, requiring Member to state the subject he proposes to speak to—put and negatived :—				
( <i>Hon. S. W. Cooke</i> )—namely, “The subject of the formation of a regiment of metropolitan volunteers” ... ..	35			
( <i>Hon. C. Sargeant</i> )—namely, “The subject of the Government extending its practical support to the Victorian coal industry” ... ..	66			
( <i>Hon. J. Balfour</i> )—namely, “The subject of official precedence”... ..	125			
<b>Administrator of the Government (The Honorable Sir John Madden, LL.D., Chief Justice)—</b>				
Approach of His Excellency the, announced ... ..	2			
Commands Usher to desire attendance of the Legislative Assembly ... ..	2			
Speech of, on Opening of Parliament ... ..	2–3			
Reported ... ..	13			
Motion for Address in Reply ( <i>Hon. D. Melville</i> ) ... ..	13			
Committee appointed to prepare Address ... ..	13			
Address brought up ... ..	13			
Motion : “That the Council agree with the Committee in the said Address” ( <i>Hon. D. Melville</i> )	13			
Debated ... ..	13, 18			
Agreed to ... ..	18			
Ordered to be presented to His Excellency	18			
Address presented, and His Excellency’s reply reported ... ..	22			
Assent to Bills by. See “Messages from His Excellency the Administrator of the Government.”				
<b>Amendment of Constitution of. See “Constitution of Council.”</b>				
Business—Days and Hours of meeting appointed ... ..	17			
Government ... ..	17			
Private Members’ ... ..	17			
Additional day of, appointed ... ..	105			
Hour of meeting altered ... ..	96, 125, 158			

	Minutes of Proceedings and Papers.	Papers presented to Parliament.	
		Vol. 1.	Vol. 2.
	Page.	Page.	Page.
<i>Council—continued.</i>			
Call of the—Motion for the Council to be called on Tuesday the 13th September, to consider the Plural Voting Abolition Bill and the Women's Suffrage Bill ( <i>Hon. W. McCulloch</i> ) ... ..	47		
Agreed to ... ..	47		
Names of Members called over by the Clerk ... ..	58		
Chairman of Committees (The Hon. F. Brown)—			
Re-elected ... ..	53		
Returns thanks for his re-election to the office of ... ..	53		
Clerk of the Parliaments and Clerk of the Legislative Council (George Henry Jenkins, C.M.G.)—			
Reads Proclamation fixing the time for holding the Second Session of the Seventeenth Parliament ... ..	1		
Lays Papers on the Table, pursuant to the directions of several Acts of Parliament ... ..	12, 18, 22, 25, 29, 36, 37, 41, 43, 45, 54, 57, 61, 63, 67, 79, 87, 91, 96, 99, 105, 118, 125, 145, 159		
Reads Address ... ..	13		
Reads Petitions ... ..	43, 79, 93, 96, 99		
Receives Appropriation Bill from the Speaker of the Legislative Assembly ... ..	161		
Reads Royal Assent to Bills ... ..	161		
Calls over names of Members on occasion of Call of the Council ... ..	58		
Reports corrections in Bill ... ..	67		
Reports clerical error in Bill ... ..	125		
Committees, Select, appointed—			
Address in Reply to the Opening Speech of His Excellency the Administrator of the Government ... ..	13		
Standing Orders ... ..	17, 53		
Parliament Buildings (Joint) ... ..	17, 53		
Library (Joint) ... ..	17, 53		
Refreshment Rooms (Joint) ... ..	17, 53		
Printing ... ..	17		
Elections and Qualifications ... ..	25, 52		
Immigration Restriction Bill ... ..	48, 53		
Exported Products Bill ... ..	84		
Permanent Artillery Appointments ... ..	87		
Electric Traction on Railways ... ..	90		
And see "Parliamentary Standing Committee on Railways."			
Constitution of. See "Constitution of Council—Amendment of."			
Days of Business. See "Council—Business."			
Divisions—			
On the Hon. Dr. W. H. Embling's motion for the adjournment of the debate on the second reading of the Plural Voting Abolition Bill ... ..	58		
On the Hon. W. McCulloch's motion for the second reading of the Women's Suffrage Bill ... ..	59		
On the Hon. Sir H. Cuthbert's motion for the second reading of the Wages Attachment Bill ... ..	67		
On the Hon. Sir H. J. Wrixon's motion (as amended) in favour of the proposal to amend the Education Act so that religious instruction could be given to children, whose parents did not object, during school hours, provided that the four hours' secular instruction should not be interfered with ... ..	95		
On the Hon. Sir H. Cuthbert's motion to agree to the amendment of the Assembly in clause 5 of the Administration and Probate Acts Amendment Bill ... ..	133		
On the Hon. W. McCulloch's motion for not insisting on the amendment of the Council in clause 8 of the Plural Voting Abolition Bill ... ..	138		
On the Hon. Sir H. Cuthbert's motion for the second reading of the Melbourne and Collingwood Railway Construction Bill ... ..	141		
On the Hon. W. McCulloch's motion for the second reading of the Colac and Beech Forest Railway Construction Bill ... ..	143		

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
<i>Council—continued.</i>				
<i>Divisions—continued.</i>				
On the Hon. Sir H. Cuthbert's motion for not insisting on the amendment of the Council to insert new clause CC in the Land Acts further Amendment Bill ... ..	149			
On the Hon. Sir H. Cuthbert's motion for not insisting on the amendments of the Council in clause 8 of the Factories and Shops Acts further Amendment Bill ... ..	158			
<i>Governor—</i>				
Approach of His Excellency the, announced ... ..	161			
Commands Usher to desire attendance of the Legislative Assembly	161			
Gives Royal Assent to Appropriation Bill and other Bills at Parliament House ... ..	161, 161			
Speech of, on Prorogation of Parliament ... ..	162-3			
And <i>see under</i> "Council—Administrator of the Government" and "Messages from His Excellency the Governor."				
Member—Resignation of the Hon. C. Sargeant forwarded by His Excellency the Administrator of the Government ... ..	83			
Letter from, read ... ..	83			
Members retiring—Letters read from the Hons. J. Buchanan and T. D. Wanliss ... ..	53			
<i>Members, Declarations of—delivered to the Clerk by—</i>				
The Hons. the President, S. Austin, J. Balfour, J. Bell, J. Buchanan, J. C. Campbell, Sir R. T. H. Clarke, Bart., J. H. Connor, S. W. Cooke, Sir H. Cuthbert, N. FitzGerald, G. Godfrey, F. S. Grimwade, D. Ham, W. McCulloch, E. Miller, E. Morey, W. Pearson, P. Phillips, J. M. Pratt, Lieut.-Col. Sir F. T. Sargeant, G. Simmie, Sir A. Snowden, J. A. Wallace, S. Williamson, W. I. Winter-Irving, and A. Wynne ... ..	3-11			
The Hon. E. J. Crooke ... ..	15, 50			
The Hon. Dr. W. H. Embling ... ..	15, 51			
The Hons. W. Pitt, C. Sargeant, J. Service, J. Sternberg, and T. D. Wanliss ... ..	16-17			
The Hon. S. Fraser ... ..	21, 73			
The Hons. J. H. Abbott and F. Brown ... ..	3-4, 49-50			
The Hon. T. Comrie ... ..	5, 50			
The Hon. T. Dowling ... ..	6, 50			
The Hon. C. J. Ham ... ..	7, 51			
The Hon. W. Knox ... ..	51			
The Hon. N. Levi ... ..	7-8, 51			
The Hon. J. Y. McDonald ... ..	52			
The Hon. D. Melville ... ..	8, 52			
The Hon. N. Thornley ... ..	10, 52			
The Hon. Sir H. J. Wrixon ... ..	11, 57			
The Hon. T. Brunton ... ..	79			
The Hon. J. Hoddinott ... ..	109			
<i>Members, Leave of absence granted to—</i>				
The Hon. W. H. S. Osmand ... ..	17			
The Hon. T. Brunton ... ..	24			
The Hon. A. O. Sachse ... ..	52			
The Hon. R. Reid ... ..	53			
<i>Members, New, introduced and sworn—</i>				
The Hons. J. H. Abbott, F. Brown, T. Comrie, E. J. Crooke, T. Dowling, Dr. W. H. Embling, C. J. Ham, W. Knox, N. Levi, J. Y. McDonald, D. Melville, and N. Thornley ... ..	49			
The Hon. Sir H. J. Wrixon ... ..	57			
The Hon. S. Fraser ... ..	73			
The Hon. J. Hoddinott ... ..	109			
Orders of the Day discharged ... ..	54, 55, 90, 126, 152			
<i>President (The Hon. Sir William Austin Zeal, K.C.M.G.)—</i>				
Announces issue of Writs ... ..	43, 87			
Returns to Writs ... ..	49, 109			
Reports His Excellency the Administrator of the Government's Speech on Opening of Parliament ... ..	13			
Answer to Address in reply to Speech on Opening of Parliament ... ..	22			
Lays upon the Table his Warrant appointing the Committee of Elections and Qualifications ... ..	25, 52			

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1.	Vol. 2.
Council— <i>continued.</i>				
President (The Hon. Sir William Austin Zeal, K.C.M.G.)— <i>continued.</i>				
Announces receipt of letters from Hons. J. Buchanan and T. D. Wanliss, on their retiring from Parliamentary life	53			
Announces resignation of, and receipt of letter from, Member (Hon. C. Sargeant)	83			
Ruling of, on Plural Voting Abolition Bill	103			
Select Committees. <i>See</i> "Council—Committees, Select."				
Sessional Orders	17			
Rescinded as to hour of meeting	125			
Writs of Election—				
Issue of Writs for Members to serve for the undermentioned Provinces, in the places of Members who retired by rotation, announced viz.:—				
Melbourne, in the place of the Hon. C. J. Ham	}	43		
North Yarra, in the place of the Hon. N. Levi				
South Yarra, in the place of the Hon. S. Fraser				
Southern, in the place of the Hon. D. Melville				
South-Western, in the place of the Hon. Sir H. J. Wrixon				
Nelson, in the place of the Hon. T. Dowling				
Western, in the place of the Hon. N. Thornley				
North-Western, in the place of the Hon. T. Comrie				
Northern, in the place of the Hon. J. H. Abbott				
Wellington, in the place of the Hon. T. D. Wanliss				
North Central, in the place of the Hon. Dr. W. H. Embling				
North-Eastern, in the place of the Hon. F. Brown				
Gippsland, in the place of the Hon. E. J. Crooke				
South-Eastern, in the place of the Hon. J. Buchanan				
Returns thereto announced, viz.:—				
Melbourne	}	49		
North Yarra				
South Yarra				
Southern				
South-Western				
Nelson				
Western				
North-Western				
Northern				
Wellington				
North Central				
North-Eastern				
Gippsland				
South-Eastern				
Issue of Writ for Member for Gippsland Province announced	87			
Return thereto announced	109			
Council of Defence. <i>See</i> "Defence."				
Council of Judges. <i>See</i> "Supreme Court Act 1890."				
Country Fire Brigades Board. <i>See</i> "Fire Brigades Acts."				
Country Lands offered for sale. <i>See</i> "Land Act 1890-91."				
Cremation Bill ( <i>Hon. F. S. Grimwade</i> ): Initiated	47			
Subsequent proceedings	61, 88, 92, 96			
Cronomby Railway. <i>See</i> "Birchip and Cronomby."				
Crown Lands. <i>See</i> "State Forests."				
Customs Act 1890: Presented—				
Additional Drawback Regulation	105			
Drawback Regulations—Alteration of Form B	105			
Customs and Excise Duties Act 1890: Presented—				
Duty on Caramel Cereal	22			
Cotton Blanketing, Rugs, and Rugging	22			
Minor Articles—				
Leather Book-case Banding	22			
Discs	22			
Pegwood	22			
Potters' Transfers	22			
Lock and Stove Screws, up to 4 inches	22			
Stickers	105			
Customs and Excise Duties Acts 1890 and 1895—Indurated Fibre and Pulp Ware: Presented	22			

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page	Vol. 1. Page.	Vol. 2. Page.
Customs and Excise Duties Act 1895: Presented—				
Surgical Appliances or Instruments.—Operating Tables, &c. ...	22			
Surgical Appliances or Instruments.—Holland's Improved Instep Arch Sock ...	22			
Surgical Appliances or Instruments.—Sterilizers ...	22			
Surgical Instruments and Appliances.—Bandage Roller Machine ...	22			
Minor Articles—				
Metal Fittings for Razor Strops ...	105			
“Cue clips” ...	105			
DEBENTURES. <i>See</i> “Government Stock.”				
Defence—Report of the Council of: Presented (No. 38) ...	54	...	...	659
Defences and Discipline Act 1890. <i>See</i> “Victorian Military Forces,” “Victorian Naval Forces,” “Victorian Naval and Military Forces,” and “Victorian Scottish Regiment of Volunteers.”				
Dentists Law Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	91			
Subsequent proceedings ...	103–4, 127, 130, 142, 159, 160, 161			
Despatch from Her Majesty's Embassy at Vienna, conveying the thanks of His Imperial Majesty the Emperor of Austria for the Message of Sympathy contained in the Joint Resolution of the Legislative Council and the Legislative Assembly on the assassination of the Empress of Austria ...	118			
Dimboola Shire Council and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds: Presented ...	145			
Documents, Proof of Judicial and Official. <i>See</i> “Evidence Bill.”				
Drainage Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	12			
Subsequent proceedings ...	29, 42, 46, 54, 127, 129, 159			
ECHUCA Borough Waterworks Trust. <i>See under</i> “Water Act 1890.”				
Education—Report of the Minister of Public Instruction for the year 1897–8: Presented (No. 33) ...	79	...	...	491
And <i>see</i> “Religious Instruction.”				
Education Act 1890—Alteration of Regulations (No. XI.): Presented ...	18			
Education Act 1890 and Teachers Act 1893—Alteration of Regulations (No. VI.): Presented ...	18			
Elections and Qualifications Committee—				
President's Warrant appointing, laid upon the Table ...	25			
President's Warrant appointing the Hon. N. Thornley a Member of the, laid upon the Table ...	52			
Electoral Reform. <i>See</i> “Constitution of Council.”				
Electric Light and Power Act 1896—Report respecting applications and proceedings under the, for the year 1897: Presented (No. 29) ...	18	...	...	453
Electric Light and Power Act 1896 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	35			
Subsequent proceedings ...	62, 84, 97, 117			
And <i>see</i> “Melbourne Electric Lighting Loan.”				
Electric Traction on Railways. <i>See</i> “Railways—Electric Traction on.”				
Employers and Employés Act 1890 (Part III.) further Continuation Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	102			
Subsequent proceedings ...	110, 127, 159			
Empress of Austria. <i>See</i> “Assassination.”				
Errors in Bills reported ...	67, 125			
Evidence at the Bar. <i>See</i> “Bar of the Council.”				
Evidence Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	12			
Subsequent proceedings ...	20, 54, 66			
Exhibition Trustees—Report of Proceedings and Statement of Income and Expenditure for the year ended 30th June, 1898: Presented (No. 51) ...	84	...	...	1173
Experimental Farms, Sites for—Motion: “That in the opinion of this House it is desirable to reserve sites of land for Government experimental farms, &c., where practicable fronting or near to the different lines of railway” ( <i>Hon. J. H. Connor</i> ) ...	61			
Debated and agreed to ...	61			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Explosives Act 1890 : Presented—				
Order in Council No. 1.—Defining and Classifying Explosives	22			
Order in Council No. 2.—Manufacture of Explosives ...				
Order in Council No. 3.—Licences to carry Explosives ...				
Order in Council No. 4.—Licences for the storage of Explosives in Private Magazines ...				
Order in Council No. 5.—Sale of Explosives ...				
Order in Council No. 6.—Prohibiting the Importation, Keeping, Conveyance, and Sale of Explosives, except under certain conditions or restrictions ...				
Addition to List of Explosives authorized for Importation into and Manufacture in Victoria.—Nitro-compounds ...				
Definition and Classification of Explosives amended.—Rendite				
Report of the Chief Inspector of Explosives to the Hon. the Commissioner for Trade and Customs on the working of the, during the year 1897 (No. 35) ...	37	...	...	563
Explosives Act 1896—Order in Council No. 7.—Licence-fees : Presented ...	22			
Exported Products Bill ( <i>Hon. W. McCulloch</i> ) : Initiated ...	12			
Subsequent proceedings ...	71, 84, 121, 123, 126, 151, 160			
Committed to a Select Committee ...		84		
Select Committee appointed ...		84		
Report brought up (D 2) ...	121	253		
And see "Petitions."				
FACTORIES and Shops Acts further Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	150			
Subsequent proceedings ...	156, 157-8, 160, 161			
And see "Petitions."				
Factories, Work-rooms, and Shops—Report of the Chief Inspector of, for the year ended 31st December, 1897 : Presented (No. 22) ...	18	...	1235	
Federal Convention. See "Australasian Federal Constitution Poll" and "Australasian Federal Convention."				
Federation Enabling Act See "Australasian Federation."				
Fern Tree Gully and Gembrook Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	26			
Subsequent proceedings ...	33, 36, 37, 45			
Fire Brigades Acts : Presented—				
Country Fire Brigades Board—Report of the, for the year ended 31st December, 1897, together with Statement of Receipts and Expenditure and Assets and Liabilities for that period ...	12			
Metropolitan Fire Brigades Board—Report for year ending 31st December, 1897... ..	18			
Fisheries Act 1890 : Presented—				
Netting in Natimuk Lake ...	22			
Lake Watchem.—Prohibition of Netting ...				
Netting in Hobson's Bay ...				
Netting in Yarram Creek, Swan Bay, and Swan Ponds ...				
Fishing in Westernport Bay ...				
Registration and Licensing of Persons and Boats engaged in Netting				
Protection of Crayfish ...				
"Paddocking" of Fish ...				
Baala Creek, Close Season in ...				
National Park Reserve, Wilson's Promontory.—Season for Fishing ...	105			
Fishing in the Merri River, Lady Bay, and Hopkins River ...	105			
Shooting Fish ...	105			
Flemington and Kensington Loan Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	19			
Subsequent proceedings ...	23-4, 29			
Forest Reserves. See "State Forests."				
Friendly Societies : Presented—				
Report of the Registrar of, for the year 1897 (No. 41) ...	43	...	...	737
Nineteenth Annual Report on—Report of the Actuary for Friendly Societies for the year 1896, to which are appended the Third Quinquennial Valuation, Contributions, and Benefits, Statistics of Friendly Societies, &c. (No. 4) ...	12	...	95	
And see "Trade Unions."				

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
GAOLS. See "Penal Establishments and Gaols."				
Gembrook Railway. See "Fern Tree Gully."				
Gippsland Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. E. J. Crooke, who retired by rotation, announced ...	43			
Return to Writ announced ...	49			
The Hon. E. J. Crooke introduced and sworn ...	49			
Issue of a Writ for the election of a Member in the place of the Hon. C. Sargeant, resigned, announced ...	87			
Return to Writ announced ...	109			
The Hon. J. Hoddinott introduced and sworn ...	109			
Goods Rates. See "Railways."				
Government Astronomer. See "Observatory."				
Government Statist. See "Assistant Government Statist's."				
Government Stock Debentures and Bonds Limitation Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	70			
Subsequent proceedings ...	76-7, 87			
And see under "Victorian Government Stock."				
HARE System of Election in Tasmania—Return to an Order of the Legislative Council of the 7th July, 1897, for a copy of the following papers, viz.:—				
1. The Hare System in Tasmania. By Professor Jethro Brown, being a paper read before the Royal Society of Tasmania, and reprinted at the <i>Tasmanian News</i> Office, Collins-street, Hobart.				
2. Observations on the Working Results of the Hare System of Election in Tasmania. By R. M. Johnston, Government Statistician, Tasmania. Office of Government Printer, Tasmania.				
3. Statute regulating the Elections by the Hare System in Tasmania (C 3) ...	...	191		
Hawkers and Pedlers Law Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	102			
Subsequent proceedings ...	152			
Healesville Waterworks Trust. See under "Water Act 1890."				
Health. See "Public Health."				
Heathcote Waterworks Trust. See under "Water Act 1890."				
Hospitals for the Insane—Report of the Inspector of Lunatic Asylums for the year ended 31st December, 1897: Presented (No. 31) ...	22			467
IMMIGRATION Restriction Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	26			
Subsequent proceedings ...	48, 53, 79, 84, 85, 111, 153-6			
Committed to a Select Committee ...	48			
Select Committee appointed ...	48			
The Hon. Dr. W. H. Embling appointed a Member ...	53			
Report brought up (D 1) ...	79	213		
And see "Petitions."				
Income Tax, Persons liable to pay—Motion for a Return showing the number of persons liable to pay Income Tax for the year 1897, to the following amounts:—				
£5 tax per annum and under; from £5 tax per annum to £7; from £7 tax per annum to £10; from £10 tax per annum to £20; from £20 tax per annum and upwards ( <i>Hon. A. Wynne</i> ) ...	46			
Agreed to ...	46			
Return (C 1) ...	57	187		
Income Tax Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ...	139			
Subsequent proceedings ...	151, 160			
Insane. See "Hospitals for the Insane."				
Inscribed Stock. See "Victorian Government Inscribed Stock."				
Insolvency Act 1890—General Rules made pursuant to Sections 12, 153, and 154 of the: Presented ...	12			
Insolvency Act 1897: Presented—				
Rules under (No. 24) ...	12			123
Regulations under Section 118 of the ...	54			
Insolvency Act 1897 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	19			
Subsequent proceedings ...	23, 29			
Irrigation and Water Supply Trusts. See under "Water Act 1890."				
Irrigation Loans. See "Railways Irrigation" and "Water Supply."				

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
JEPARIT and Albacutya Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	68			
Subsequent proceedings ...	74, 87			
Judges—Council of. <i>See</i> “Supreme Court Act 1890.”				
Justices Act 1890 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	89			
Subsequent proceedings ...	111, 115, 127, 129, 159			
LAND Act 1890—Section 85.—Schedule of Swamp Leases containing Special Conditions: Presented ...	18, 36, 84			
Land Act 1890, Part I. : Presented—				
Additional Regulations.—Schedules 70 and 71 ...	18			
Alteration of Regulations.—Chapters VIII, XI, and XIII. ...	18			
Alteration of Regulations.—Chapters XI. and XIII. ...	18			
Alteration of Regulations.—Schedule 52D ...	18			
Alteration of Regulations.—Schedule 69 ...	18			
Alteration of Regulations.—Chapters V. IX., and Schedule 70 ...	41			
Alteration of Regulations.—Chapters V., XI., XIII., Schedules 67 and 68A ...	61			
Additional Regulations.—Chapter XI. ...	91			
Alteration of Regulations.—Chapters XI. and XIII. ...	159			
Land Act 1890-91—Section 69.—Schedule No. 10.—Country Lands offered for Sale by Public Auction during the year 1897 : Presented ...	54			
Land Acts—Alteration of Regulations under the Mallee Lands Act 1896 : Presented ...	41, 61			
Land Acts and the Wattles Act 1890—Report of Proceedings taken under the provisions of the, during the year ending 31st December, 1897 : Presented (No. 15) ...	67	...	873	
Land Acts further Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	96			
Subsequent proceedings ...	109, 118, 120, 121, 126, 138, 142, 145-9, 150, 161			
Land Settlement. <i>See</i> “Settlement on Lands Act 1893.”				
Leave of Absence. <i>See under</i> “Council—Members.”				
Library Committee (Joint) appointed ...	17			
The Hons. C. J. Ham, D. Melville, and Sir H. J. Wrixon, appointed Members ...	53			
Licensing Act 1885 Fund Transfer Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	30			
Subsequent proceedings ...	38, 42, 52			
Life Assurance Business. <i>See under</i> “Companies Act 1890.”				
Life Assurance Companies Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	26			
Subsequent proceedings ...	42, 44, 46, 55			
Lilydale to Warburton Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	139			
Subsequent proceedings ...	149-50, 160			
And <i>see</i> “Petitions.”				
Loans. <i>See</i> “Railways Irrigation,” “Victorian Loans,” and “Water Supply.”				
Lunatic Asylums. <i>See</i> “Hospitals for the Insane.”				
MAFFRA Beet Sugar Company Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	46			
Subsequent proceedings ...	47, 59, 61, 63, 66			
Mallee Lands Act 1896—Alteration of Regulations under : Presented ...	41, 61			
Marine Act 1890—Ports in Victoria—Additional Regulation: Presented ...	22			
Marine Act 1890 further Amendment Bill—Her Majesty's Assent proclaimed to ...	65-6			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Marine Board of Victoria—Statement of Pilotage Receipts and Disbursements for the year ended 31st December, 1897; together with the Audit Commissioners' Certificate thereon: Presented (No. 30) ...	22	...	...	459
Marriage Law further Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	26			
Subsequent proceedings ...	55, 62, 63-4, 67, 108, 119, 125, 128, 159			
And see "Registration."				
Maryborough Waterworks Trust. See under "Water Act 1890."				
Meat Supervision Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	91			
Subsequent proceedings ...	93, 108, 123, 152			
And see "Petitions."				
Medical Act 1890 Amendment. See "Dentists Law."				
Melbourne and Collingwood Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...	107			
Subsequent proceedings ...	141-2, 150, 160			
Melbourne and Metropolitan Board of Works—Balance-sheet and Statements of Accounts and Contracts of the Board for the year ending 30th June, 1897: Presented ...	18			
Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. D. Melville</i> ): Initiated ...	91-2			
Subsequent proceedings ...	102			
And see "Petitions."				
Melbourne Electric Lighting Loan Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ...	102			
Subsequent proceedings ...	106-7, 117			
Melbourne Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. C. J. Ham, who retired by rotation, announced ...	43			
Return to Writ announced ...	49			
The Hon. C. J. Ham introduced and sworn ...	49			
Melbourne Tramway and Omnibus Company Limited. See "Tramway Employés' Grievances."				
Members. See under "Council."				
<b>MESSAGES:—</b>				
From His Excellency the Administrator of the Government (Sir John Madden)—				
Informing the Council that he had given the Royal Assent to the—				
Assistant Government Statist's Bill ...	29			
Insolvency Act 1897 Amendment Bill ...	29			
Flemington and Kensington Loan Bill ...	29			
Municipalities' Deposits and Shares Sale Bill ...	29			
Consolidated Revenue Bill (No. 1) ...	29			
Consolidated Revenue Bill (No. 2) ...	37			
Brighton Loan Bill ...	45			
Birchip and Cronomby Railway Construction Bill ...	45			
Fern Tree Gully and Gembrook Railway Construction Bill ...	45			
Municipal Loans Extension Bill ...	52			
Licensing Act 1885 Fund Transfer Bill ...	52			
Evidence Bill ...	66			
Quambatook and Ultima Railway Construction Bill ...	66			
Maffra Beet Sugar Company Bill ...	66			
Jeparit and Albacutya Railway Construction Bill ...	87			
Government Stock Debentures and Bonds Limitation Bill ...	87			
Victorian Government Consolidated Inscribed Stock Bill ...	87			
Victorian Government Consolidated Inscribed Stock Redemption Fund Bill ...	87			
Railways Irrigation and Water Supply Loans Bill ...	87			
Railway Loan Application Bill ...	87			
Victorian Government Three per cent. Stock Bill ...	87			
Victorian Loans Redemption Fund Bill ...	87			
Railway and Public Works Loan Application Bill ...	87			
Municipalities' Advances Bill ...	87			
Mining Development Act 1896 Amendment Bill ...	87			
Pilots' Advance Repayment Bill ...	87			

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
<b>MESSAGES—continued.</b>				
From His Excellency the Administrator of the Government (Sir John Madden)— <i>continued.</i>				
Informing the Council that he had transmitted, by telegraphic despatch, to the Right Honorable the Secretary of State for the Colonies, the Joint Resolution from the Parliament of Victoria expressing deep sympathy with the Austrian Nation on the assassination of Her Most Gracious Majesty the Empress of Austria, and sincere condolence with His Majesty the Emperor and Members of the Royal Family ... ..	65			
And see "Addresses."				
Informing the Council that he had caused the Marine Act 1890 further Amendment Bill, which was reserved for the signification of Her Majesty's pleasure thereon, and which received Her Majesty's assent on the 18th July, 1898, to be proclaimed in the Victoria <i>Government Gazette</i> ... ..	65			
From His Excellency the Governor (Lord Brassey)—				
Informing the Council that he had given the Royal Assent to the—				
Consolidated Revenue Bill (No. 3) ... ..	89			
Electric Light and Power Act 1896 Amendment Bill ... ..	117			
British Pharmacopœia Bill ... ..	117			
Wages Attachment Bill ... ..	117			
Treasury Bonds Bill ... ..	117			
Treasury Bonds Bill (No. 2) ... ..	117			
Mildura Crown Grants Bill ... ..	117			
Melbourne Electric Lighting Loan Bill ... ..	117			
Vine Disease Act 1890 Amendment Bill ... ..	117			
Railways Standing Committee Remuneration Bill ... ..	117			
Municipal Overdrafts Indemnity Bill ... ..	117			
Employers and Employés Act 1890 (Part III.) further Continuation Bill ... ..	159			
Marriage Law further Amendment Bill ... ..	159			
Drainage Bill ... ..	159			
Justices Act 1890 Amendment Bill... ..	159			
Railway Employés Transfer Bill ... ..	159			
Railway and Public Works Loan Application Act 1898 Amendment Bill ... ..	159			
Unclassified State School Teachers Bill ... ..	159			
Water Supply Loans Application Bill ... ..	159			
Lilydale to Warburton Railway Construction Bill ... ..	160			
Melbourne and Collingwood Railway Construction Bill ... ..	160			
Exported Products Bill ... ..	160			
Income Tax Bill ... ..	160			
Registration of Births Deaths and Marriages Act 1890 Amendment Bill ... ..	160			
Colac and Beech Forest Railway Construction Bill ... ..	160			
Transmitting a copy of a Despatch received from Her Majesty's Embassy at Vienna conveying the thanks of His Imperial Majesty the Emperor of Austria for the Message of Sympathy contained in the Joint Resolution of the Legislative Council and the Legislative Assembly on the assassination of the Empress of Austria ... ..	117-18			
Recommending amendments in the Registration of Births Deaths and Marriages Act 1890 Amendment Bill ... ..	143			
Recommending an amendment in the Dentists Law Amendment Bill ... ..	159			
From the Legislative Assembly—				
Transmitting Assistant Government Statist's Bill... ..	19			
Transmitting Flemington and Kensington Loan Bill ... ..	19			
Transmitting Brighton Loan Bill ... ..	19			
Transmitting Insolvency Act 1897 Amendment Bill ... ..	19			
Transmitting Municipalities' Deposits and Shares Sale Bill... ..	19			
Transmitting Fern Tree Gully and Gembrook Railway Construction Bill ... ..	26			
Transmitting Immigration Restriction Bill ... ..	26			
Transmitting Consolidated Revenue Bill (No. 1) ... ..	26			
Returning Brighton Loan Bill, agreeing to the amendment of the Council ... ..	27			
Transmitting Licensing Act 1885 Fund Transfer Bill ... ..	30			
Transmitting Wages Attachment Bill ... ..	30			
Transmitting Consolidated Revenue Bill (No. 2) ... ..	30			
Transmitting Municipal Loans Extension Bill ... ..	30			
Transmitting Birchip and Cronomby Railway Construction Bill ... ..	35			
Transmitting Electric Light and Power Act 1896 Amendment Bill ... ..	35			

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
<i>MESSAGES—continued.</i>				
From the Legislative Assembly— <i>continued.</i>				
Transmitting Message from His Excellency the Administrator of the Government recommending amendments in the Brighton Loan Bill	38			
Transmitting Plural Voting Abolition Bill ... ..	38			
Transmitting Women's Suffrage Bill ... ..	41			
Transmitting Maffra Beet Sugar Company Bill ... ..	46			
Returning Evidence Bill, notifying agreement to same ... ..	54			
Transmitting Quambatook and Ultima Railway Construction Bill ...	54			
Transmitting a Resolution of Sympathy with the Austrian Nation on the assassination of Her Most Gracious Majesty the Empress, and of Condolence with His Majesty the Emperor and the Members of the Royal Family; also an Address to His Excellency the Administrator of the Government requesting him to forward such Resolution, by cable, to the Principal Secretary of State for the Colonies for presentation to the Queen, with an expression of respectful hope that Her Majesty would communicate such Resolution to the Emperor of Austria ... ..	58			
And see "Addresses," &c.				
Returning Maffra Beet Sugar Company Bill, disagreeing with the amendments of the Council ... ..	59			
Returning Maffra Beet Sugar Company Bill, notifying that they do not insist on disagreeing with the amendments insisted on by the Council ... ..	63			
Transmitting Jeparit and Albacutya Railway Construction Bill ...	68			
Transmitting Railway and Public Works Loan Application Bill ...	68			
Transmitting Railway Loan Application Bill ... ..	68			
Transmitting Municipalities' Advances Bill ... ..	68			
Transmitting Mining Development Act 1896 Amendment Bill ...	68			
Transmitting Pilots' Advance Repayment Bill ... ..	69			
Transmitting Victorian Government Consolidated Inscribed Stock Bill	69			
Transmitting Railways Irrigation and Water Supply Loans Bill ...	69			
Transmitting Victorian Government Three per cent. Stock Bill ...	69			
Transmitting Victorian Government Consolidated Inscribed Stock Redemption Fund Bill ... ..	70			
Transmitting Government Stock Debentures and Bonds Limitation Bill	70			
Transmitting Victorian Loans Redemption Fund Bill ... ..	70			
Transmitting Consolidated Revenue Bill (No. 3) ... ..	88			
Transmitting Justices Act 1890 Amendment Bill ... ..	89			
Transmitting Auction Sales Act 1890 Amendment Bill ... ..	89			
Transmitting Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill ... ..	91			
Transmitting Land Acts further Amendment Bill ... ..	96			
Returning Electric Light and Power Act 1896 Amendment Bill, agreeing to the amendments of the Council ... ..	97			
Returning Wages Attachment Bill, notifying that they have disagreed with one of the amendments of the Council, and have agreed to the other amendment with an amendment ... ..	97			
Transmitting Purification of Rolls Bill ... ..	99			
Transmitting Treasury Bonds Bill ... ..	100			
Transmitting Treasury Bonds Bill (No. 2) ... ..	100			
Returning Registration of Births Deaths and Marriages Act 1890 Amendment Bill with amendments ... ..	100			
Returning British Pharmacopœia Bill, notifying agreement to same ...	101			
Transmitting Municipal Overdrafts Indemnity Bill ... ..	101			
Transmitting Mildura Crown Grants Bill ... ..	101			
Transmitting Melbourne Electric Lighting Loan Bill ... ..	102			
Transmitting Vine Disease Act 1890 Amendment Bill ... ..	102			
Transmitting Railways Standing Committee Remuneration Bill ...	102			
Transmitting Poisons Act 1890 further Amendment Bill ... ..	105			
Transmitting Melbourne and Collingwood Railway Construction Bill ...	107			
Returning Administration and Probate Acts Amendment Bill with amendments ... ..	108			
Returning Marriage Law further Amendment Bill with an amendment	108			
Returning Plural Voting Abolition Bill, notifying that they have agreed to one of the amendments of the Council, and have disagreed with the other amendments ... ..	110			
Returning Immigration Restriction Bill, notifying that they have agreed to some of the amendments of the Council, have disagreed with others of the said amendments, and have agreed to one of the said amendments with an amendment ... ..	111			

	Minutes of Proceedings and Printed Papers.	Papers presented to Parliament.	
		Vol. 1. Page.	Vol. 2. Page.
<i>MESSAGES—continued.</i>			
<i>From the Legislative Assembly—continued.</i>			
Transmitting Railway Employés Transfer Bill ... ..	126		
Transmitting Railway and Public Works Loan Application Act 1898 Amendment Bill ... ..	126		
Transmitting Unclassified State School Teachers Bill ... ..	126		
Returning Employers and Employés Act 1890 (Part III.) further Continuation Bill with an amendment ... ..	127		
Returning Drainage Bill with amendments ... ..	127		
Returning Justices Act 1890 Amendment Bill, notifying that they have agreed to the amendment of the Council to insert new clause C, and have agreed to new clause B with amendments ... ..	127		
Returning Dentists Law Amendment Bill with an amendment ... ..	127		
Returning Purification of Rolls Bill, notifying that they have agreed to some of the amendments of the Council, have disagreed with one of the said amendments, and have agreed to others of the said amendments with amendments ... ..	127		
Returning Auction Sales Act 1890 Amendment Bill, notifying that they have agreed to some of the amendments of the Council, have agreed to others of the said amendments with amendments, and have disagreed with one of the said amendments, but have made consequential amendments ... ..	128		
Returning communication from the Clerk of the Parliaments calling attention to a clerical error in the Marriage Law further Amend- ment Bill, notifying their concurrence with the Council in the correction of such error ... ..	128		
Transmitting Railway Lands Acquisition Act 1893 Amendment Bill	128		
Transmitting Colac and Beech Forest Railway Construction Bill ...	138		
Transmitting Lilydale to Warburton Railway Construction Bill ...	139		
Returning Unclassified State School Teachers Bill, agreeing to the amendment of the Council ... ..	139		
Transmitting Income Tax Bill ... ..	139		
Returning Plural Voting Abolition Bill, insisting on disagreeing with the amendments insisted on by the Council ... ..	142		
Transmitting Water Supply Loans Application Bill ... ..	142		
Returning Dentists Law Amendment Bill, agreeing to the amendments of the Council on the amendment of the Assembly ... ..	142		
Returning Land Acts further Amendment Bill, notifying that they have agreed to some of the amendments of the Council, have dis- agreed with others of the said amendments, and have agreed to others of the said amendments with amendments ... ..	142		
Returning Land Acts further Amendment Bill, not insisting on dis- agreeing with the amendments insisted on by the Council ... ..	150		
Returning Melbourne and Collingwood Railway Construction Bill, agreeing to the amendment of the Council ... ..	150		
Returning Administration and Probate Acts Amendment Bill, notifying that they do not insist on some of the amendments disagreed with by the Council, but do insist on the amendment to add new sub- section (2) to clause 8, and have disagreed with the amendments of the Council in the said amendment ... ..	150		
Transmitting Factories and Shops Acts further Amendment Bill ...	150		
Transmitting Appropriation Bill ... ..	151		
Returning Exported Products Bill with amendments ... ..	151		
Returning Message from His Excellency the Governor recommending amendments in the Registration of Births Deaths and Marriages Act 1890 Amendment Bill, and notifying that they have agreed to the said amendments ... ..	152		
Returning Administration and Probate Acts Amendment Bill, notifying that they do not insist on disagreeing with the amendments of the Council in new sub-section (2) of clause 8, and have agreed to the further amendment of the Council in such sub-section ... ..	157		
Returning Factories and Shops Acts further Amendment Bill, notifying that they have agreed to some of the amendments of the Council, have disagreed with others of the said amendments, and have agreed to one of the said amendments with amendments ... ..	157		
Returning Message from His Excellency the Governor recommending an amendment in the Dentists Law Amendment Bill, and noti- fying that they have agreed to the said amendment ... ..	160		
Transmitting Message from His Excellency the Governor recommend- ing an amendment in the Railway Lands Acquisition Act 1893 Amendment Bill .. ..	160		

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
<b>MESSAGES—continued.</b>				
From the Legislative Assembly— <i>continued.</i>				
Transmitting Message from His Excellency the Governor recommending amendments in the Factories and Shops Acts further Amendment Bill ... ..	160			
Transmitting Message from His Excellency the Governor recommending an amendment in the Auction Sales Act 1890 Amendment Bill	161			
Transmitting Message from His Excellency the Governor recommending amendments in the Purification of Rolls Bill ... ..	161			
Metropolitan Board of Works. <i>See</i> "Melbourne and Metropolitan."				
Metropolitan Fire Brigades Board. <i>See</i> "Fire Brigades Acts."				
Metropolitan Volunteers. <i>See under</i> "Council—Adjournment Motions" and "Victorian Scottish Regiment."				
Mildura Crown Grants Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	101			
Subsequent proceedings ... ..	106, 117			
Military Forces. <i>See</i> "Victorian Military Forces."				
Mining Accident Relief Fund. <i>See</i> "Victorian Mining Accident."				
Mining Development Act 1896, No. 1461—Statement of Advances made to Mining Companies in pursuance of the provisions of the, showing Amount of Interest paid up to the 30th June, 1898, and the Total Amount outstanding on that date; also containing a report on the progress made by each company: Presented ... ..	54			
Mining Development Act 1896 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	68-9			
Subsequent proceedings ... ..	75, 87			
Minor Articles. <i>See</i> "Customs and Excise Duties."				
Municipal Loans Extension Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	30			
Subsequent proceedings ... ..	39, 42, 52			
Municipal Overdrafts Indemnity Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ... ..	101			
Subsequent proceedings ... ..	110, 117			
Municipalities' Advances Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	68			
Subsequent proceedings ... ..	74-5, 87			
And <i>see</i> "Yarra Improvement Act."				
Municipalities' Deposits and Shares Sale Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ... ..	19			
Subsequent proceedings ... ..	24, 29			
Municipalities' Loans Extension Act 1898—Regulations: Presented ... ..	91			
Museums. <i>See</i> "Public Library."				
<b>NATIONAL Australasian Convention. <i>See</i> "Australasian Federal Convention."</b>				
National Gallery of Victoria. <i>See</i> "Public Library."				
Naval and Military Forces. <i>See</i> "Victorian Naval Forces" and "Victorian Naval and Military Forces."				
Neglected Children and Reformatory Schools, Department for—Report of the Secretary and Inspector for the year 1897: Presented (No. 27)	22	...	...	133
Nelson Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. T. Dowling, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. T. Dowling introduced and sworn ... ..	49			
New Guinea, British—Annual Report on, from 1st July, 1896, to 30th June, 1897, with Appendices: Presented (No. 23) ... ..				
	17	...	...	1
Northern Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. J. H. Abbott, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. J. H. Abbott introduced and sworn ... ..	49			
North Central Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. Dr. W. H. Embling, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. Dr. W. H. Embling introduced and sworn ... ..	49			
North-Eastern Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. F. Brown, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. F. Brown introduced and sworn ... ..	49			

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
North-Western Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. T. Comrie, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. T. Comrie introduced and sworn ... ..	49			
North Yarra Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. N. Levi, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. N. Levi introduced and sworn ... ..	49			
OBSERVATORY—Thirty-second Report of the Board of Visitors to the, together with the Report of the Government Astronomer for the period from 1st July, 1897, to 30th June, 1898: Presented (No. 47) ... ..				
	79	...	...	1037
Official Precedence. <i>See under</i> "Council—Adjournment Motions."				
Old-Age Pensions—Report of the Royal Commission on: Presented (No. 28)				
	17	...	...	149
PARLIAMENT—				
Proclamation convening, read ... ..	1			
Proceedings on Opening—By His Excellency the Administrator of the Government ... ..	2-3			
Prorogation—By His Excellency the Governor ... ..	161-3			
Buildings Committee (Joint) appointed ... ..	17			
The Hons. J. H. Abbott and S. Fraser appointed Members ... ..	53			
The Constitution Act Amendment Act 1890—Part IX.: Presented—				
Statement of Temporary appointments in the Department of the Library ... ..	91			
Statement showing the Names, Remuneration, Duties, &c., of all persons temporarily employed in the Departments of the Legislative Council and the Parliament Gardens ... ..	96			
Statement showing the Names, Remuneration, Duties, &c., of all persons temporarily employed in the Department of the Legislative Assembly under the authority of Part IX. of <i>The Constitution Act Amendment Act 1890</i> , during the period from 17th November, 1897, to 15th November, 1898 ... ..	96			
Parliamentary Standing Committee on Railways, The—				
The Hons. D. Melville and J. H. Abbott appointed Members ... ..	55			
Sixth General Report: Presented (No. 11) ... ..	18	...	689	
And <i>see</i> "Railways—Electric Traction" and "Railways Standing Committee Remuneration Bill."				
Penal Establishments and Gaols—Report of the Inspector-General for the year 1897: Presented (No. 32) ... ..				
	21	...	...	483
Pensions. <i>See</i> "Old-Age Pensions."				
Permanent Artillery Appointments—Motion: "That a Select Committee be appointed to inquire into and report upon the application of William Skene for appointment as a lieutenant on probation, and the appointments of James Lilley and H. A. Anderson as lieutenants in the Victorian Permanent Artillery; such Committee to consist of the Honorables J. Balfour, S. W. Cooke, W. Knox, W. McCulloch, D. Melville, W. Pearson, W. I. Winter-Irving, and the Mover, with power to send for persons, papers, and records; three to be the quorum." ( <i>Hon. N. Thornley</i> ) ... ..				
	87			
Debated and agreed to ... ..	87			
Report brought up (D 4) ... ..	129	401		
Motion for adoption of Report ( <i>Hon. N. Thornley</i> ) ... ..	145			
Debated and agreed to ... ..	145			
Petitions: Presented—				
Exported Products Bill—				
From the President, Vice-Presidents, and Members of Council of the Melbourne Chamber of Commerce praying that the Council would refuse to pass the Bill into law, or withhold its assent to the said Bill until it has been referred to a Select Committee, or until evidence on the Bill has been given at the Bar of the Council (E 1) ... ..				
	79	421		
Referred to the Committee of the Whole on the Bill ... ..	79			

	Minutes of Proceedings	and Printed Papers.	Papers presented to Parliament.	
			Vol. 1. Page.	Vol. 2. Page.
Petitions: Presented— <i>continued.</i>				
Factories and Shops Acts further Amendment Bill—				
From certain pork butchers praying that in the proposed legis- lation for the half-holiday closing of shops, pork butchers should be exempted from the provisions of any such law ...	150			
Referred to the Committee on the Bill ...	150			
Immigration Restriction Bill—				
From Abraham Davis, of Swanston-street, Melbourne, merchant, and others, praying that the Council would amend the Bill so as to provide that persons formerly domiciled in Victoria should be allowed to return in certain cases, and that every vessel should be permitted to land two natives of India, being British subjects, provided they do not come within the mean- ing of paragraphs (c), (d), or (e) of clause 3 of the said Bill	43			
From certain British, Foreign, and Intercolonial Steam-ship Owners trading to this colony, against the provisions of the Bill ...	43			
Severally referred to the Committee on the Bill ...	43			
Lilydale to Warburton Railway Construction Bill—				
From property-owners and residents in the Yarra Valley district, praying that railway communication between Melbourne and the Yarra Valley district should be established without further delay ...	141			
Referred to the Committee on the Bill ...	141			
Meat Supervision Bill—				
From the President, Councillors, and Ratepayers of the Shire of Strathfieldsaye, praying that the Council would withhold its assent to the Bill until the municipalities have had an oppor- tunity of showing how injuriously they will be affected by its operation, and to allow them time to further investigate its effects ...	99			
Referred to the Committee on the Bill ...	99			
Melbourne and Metropolitan Board of Works Act 1890 further Amend- ment Bill—				
From Members of the Melbourne and Metropolitan Board of Works praying that the Council would decline to pass the Bill ...	93			
Referred to the Committee on the Bill ...	93			
From the Corporation of the Mayor, Aldermen, Councillors, and Citizens of the City of Melbourne, praying that the Council would reject the Bill ...	96			
Referred to the Committee on the Bill ...	96			
Pharmacopœia. See "British Pharmacopœia."				
Pilotage Receipts and Disbursements. See "Marine Board."				
Pilots' Advance Repayment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...				
Subsequent proceedings ...	69			
	75, 87			
Plural Voting Abolition Bill—Brought from the Legislative Assembly ( <i>Hon.</i> <i>W. McCulloch</i> ): Initiated ...				
Subsequent proceedings ...	38			
	47, 58, 80,			
	84, 88, 97,			
	99, 103,			
	110, 133-8,			
	142, 152			
President's ruling on ...	103			
And see "Constitution Act—Amendment of" and "Council— Call of the."				
Poisons Act 1890 further Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ...				
Subsequent proceedings ...	105			
	152			
Police Offences Act 1890 (Part IV.) further Amendment Bill ( <i>Hon. Sir H.</i> <i>Cuthbert</i> ): Initiated ...				
Subsequent proceedings ...	93			
	107, 115			
Postal and Telegraph Conference 1898. See "Post Office and Telegraph Department Report."				
Post Office Act 1890—Charges for Conversation from any City or Suburban Telephone Bureau: Presented ...				
	145			
Post Office Acts 1890 and 1897: Presented—				
Transmission of Telegrams by Telephone ...	12, 25			
Fees to be charged for Certified Copies of Telegrams ...	18			
Registration of Code Addresses ...	22			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Post Office Acts 1890 and 1897 : Presented— <i>continued.</i>				
Rates on Telegraphic Messages transmitted on Sundays from Victoria to Tasmania ... ..	41			
Charge for use of Werribee Telephone Bureau after office hours ...	79			
Rates of Subscription to Country Telephone Exchanges ..	79			
Post Office and Telegraph Department—Report upon the affairs of the, for the year 1897 : Presented (No. 12) ... ..	25	...	703	
Post Office Savings Bank—Statement of Accounts of the, in Victoria, for 1897 : Presented (No. 26) ... ..	18	...	...	131
Precedence, Official. <i>See under</i> "Council—Adjournment Motions."				
President				
President's Ruling } <i>See under</i> "Council—President."				
Printing Committee appointed ... ..	17			
Probate. <i>See</i> "Administration."				
Proof of Acts of Parliaments of Australasian Colonies, &c. <i>See</i> "Evidence Bill."				
Proportional Representation. <i>See</i> "Constitution of Council" and "Hare System."				
Public Accounts. <i>See under</i> "Audit Act."				
Public Health, Department of—Report of the Board of Public Health, for the years 1896-7, to the Minister of Health : Presented (No. 64) ...	125	...	...	1361
Public Instruction. <i>See</i> "Education."				
Public Library, Museums, and National Gallery of Victoria—Report of the Trustees of the, for 1897, with a Statement of Income and Expenditure for the financial year 1896-7 : Presented (No. 14) ...	18	...	837	
Public Service Act 1890—Regulations : Presented ... ..	96, 145			
Public Service Acts—Regulations : Presented ... ..	12			
And <i>see</i> "Railway Employés" and "Unclassified."				
Public Service Board—Report : Presented (No. 21) ... ..	21	...	1223	
Public Works Loan Application Bill. <i>See</i> "Railway and Public Works."				
Purification of Rolls Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ... ..	99			
Subsequent proceedings ... ..	112, 116, 127, 130, 161, 161			
QUAMBATOOK and Ultima Railway Construction Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	54			
Subsequent proceedings ... ..	62, 66			
RAILWAY Construction. <i>See</i> "Birchip," "Colac," "Fern Tree Gully," "Jeparit," "Lilydale," "Melbourne and Collingwood," and "Quambatook."				
Railway Employés' Transfer Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ... ..	126			
Subsequent proceedings ... ..	131, 159			
Railway Lands Acquisition Act 1893 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	128			
Subsequent proceedings ... ..	151, 160, 161			
Railway Loan Application Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	68			
Subsequent proceedings ... ..	74, 87			
Railway and Public Works Loan Application Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	68			
Subsequent proceedings ... ..	74, 87			
Railway and Public Works Loan Application Act 1898 Amendment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	126			
Subsequent proceedings ... ..	131-2, 159			
Railways : Presented—				
Report of the Victorian Railways Commissioner—				
For the quarter ending 31st December, 1897 (No. 6) ... ..	22	...	311	
For the quarter ending 31st March, 1898 (No. 13) ... ..	22	...	829	
For the year ending 30th June, 1898 (No. 36) ... ..	54	...	...	573
For the quarter ending 30th September, 1898 (No. 57) ... ..	96	...	...	1307
Return of Special Goods Rates—				
For quarter ending 31st December, 1897 ... ..	22			
For quarter ending 31st March, 1898 ... ..	22			
And <i>see</i> "Parliamentary Standing Committee on Railways."				

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Railways, Electric Traction on—Motion: "That, in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report" ( <i>Hon. D. Melville</i> ) ... ..	81			
Debated ... ..	81			
Order of the Day discharged ... ..	90			
Motion: "That a Select Committee be appointed to inquire into and report upon the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways; such Committee to consist of the Honorables J. H. Abbott, J. Bell, D. Melville, E. Morey, Sir A. Snowden, J. Sternberg, and J. A. Wallace, with power to send for persons, papers, and records; three to be the quorum" ( <i>Hon. A. Wynne</i> ) ... ..	90			
Agreed to ... ..	90			
Report brought up (D 3) ... ..	126	339		
Motion for adoption of Report ( <i>Hon. D. Melville</i> )... ..	129			
Debate adjourned ... ..	129			
Railways Irrigation and Water Supply Loans Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	69			
Subsequent proceedings ... ..	76, 87			
And see "Water Supply."				
Railways Standing Committee Remuneration Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	102			
Subsequent proceedings ... ..	107, 117			
And see "Parliamentary Standing Committee on Railways."				
Ratepayers in Victoria—Motion for a Return showing the number of Ratepayers in Victoria whose properties are valued for rating at—				
£5 per annum and under; from £5 per annum to £7; from £7 per annum to £10; from £10 per annum to £20; from £20 per annum and upwards ( <i>Hon. A. Wynne</i> ) ... ..	45			
Agreed to ... ..	45			
Return (C 2) ... ..	67	189		
Referendum. See "Constitution of Council."				
Reform. See "Constitution of Council."				
Reformatory Schools. See "Neglected Children."				
Refreshment Rooms (Joint) Committee appointed ... ..	17			
The Hons. T. Dowling and Dr. W. H. Embling appointed Members ... ..	53			
Registration of Births Deaths and Marriages Act 1890 Amendment Bill ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	12			
Subsequent proceedings ... ..	20, 100, 119-20, 143, 152, 160			
<i>Regula Generalis.</i> See "Supreme Court."				
Religious Instruction in State Schools—Motion: "That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during school hours" ( <i>Hon. Sir H. J. Wrixon</i> ) ... ..	95			
Debated ... ..	95			
Amendment proposed: "That the words 'provided that such religious instruction shall not interfere with the four hours' secular instruction as required by the Act' be added to the motion" ( <i>Hon. Lieut.-Col. Sir F. T. Sargood</i> ) ... ..	95			
Amendment debated and agreed to ... ..	95			
Original motion as amended agreed to on division ... ..	95			
Reserved Bill assented to. See "Assent to Bills."				
Resignation of Member. See under "Council."				
Ruling of the President. See under "Council—President."				

	Minutes of and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
SARGEANT, Hon. C.—Letter from, on resigning seat ... ..	83			
Savings Banks—Statements and Returns for the year ended 30th June, 1898 : Presented (No. 50) ... ..	99	...	...	1133
And see "Post Office Savings Bank."				
Scottish Regiment of Volunteers. See under "Council—Adjournment Motions" and "Victorian Scottish Regiment."				
Settlement on Lands Act 1893 : Presented—				
Alteration of Regulations.—No. 6 ... ..	18, 18			
Alteration of Regulations.—(Parts I. and II.) ... ..	91			
Report of Proceedings taken under the provisions of the, during the financial year ended 30th June, 1898 (No. 37) ... ..	43	...	...	649
Shepparton Shire Waterworks Trust. See under "Water Act 1890."				
Shops. See "Factories, Work-rooms, and Shops."				
Slaughtering of Animals. See "Meat Supervision."				
Sleeper-hewing in Forest Reserves. See "State Forests."				
Southern Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. D. Melville, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. D. Melville introduced and sworn ... ..	49			
South-Eastern Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. J. Buchanan, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. W. Knox introduced and sworn ... ..	49			
South-Western Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. Sir H. J. Wrixon, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. Sir H. J. Wrixon introduced and sworn ... ..	57			
South Yarra Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. S. Fraser, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. S. Fraser introduced and sworn ... ..	73			
Special Goods Rates. See "Railways."				
Standing Orders Committee appointed ... ..	17			
The Hon. N. Thornley appointed a Member .. ..	53			
And see "Constitution Act—Amendment of."				
State Forests and Timber Reserves—Royal Commission on : Presented—				
Progress Report of the—On the question of Sleeper-hewing in Forest Reserves and on Crown Lands (No. 52) ... ..	123	...	...	1179
Progress Report of the—On the Victoria Forest, its resources, management, and control (No. 54) ... ..	159	...	...	1199
State School Teachers. See "Unclassified State School Teachers."				
State Schools. See "Religious Instruction."				
Statistical Register of the Colony of Victoria : Presented—				
For the year 1896—				
Appendix to Part IV.—Population.—Municipal Finances (No. 7) ... ..	17	...	321	
Part VIII.—Production (No. 5) ... ..	17	...	217	
Part IX.—Social Condition (No. 8) ... ..	17	...	347	
For the year 1897—				
Part I.—Blue Book (No. 9) ... ..	17	...	389	
Part II.—Interchange (No. 10) ... ..	17	...	465	
Part III.—Vital Statistics, &c. (No. 40) ... ..	67	...	...	675
Part IV.—Population (exclusive of Municipal Finances) (No. 48) ... ..	91	...	...	1045
Part V.—Finance, &c. (No. 49) ... ..	145	...	...	1069
Part VI.—Production (No. 56) ... ..	159	...	...	1211
Statistics. See "Australasian Statistics."				
Stock. See "Government Stock" and under "Victorian Government."				
Sugar Beet. See "Maffra."				
Supply Bills. See "Consolidated Revenue."				
Supreme Court— <i>Regula Generalis</i> —Rule for the Admission of Barristers and Solicitors : Presented (No. 62) ... ..	159	...	...	1355
Supreme Court Act 1890 : Presented—				
Report of the Council of Judges under Section 33 of the (No. 1) ... ..	11	...	1	
Report of the Council of Judges under Section 33 of the (No. 63) ... ..	125	...	...	1357
Swamp Leases. See "Land Act 1890."				
TATURA Waterworks Trust. See under "Water Act 1890."				
Taxpayers. See "Income Tax."				

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Teachers. See "Unclassified State School Teachers."				
Teachers Act 1893. See "Education Act 1890."				
Telegrams by Telephone. See under "Post Office Acts."				
Telegrams, Certified Copies of. See under "Post Office Acts."				
Telegraph Department. See "Post Office and Telegraph Department."				
Telegraphic Messages on Sundays to Tasmania. See under "Post Office Acts."				
Telephone Bureau. See "Post Office Act 1890."				
Telephone Exchanges, Country. See under "Post Office Acts."				
Telephone Messages. See under "Post Office Acts."				
Telephone Service, Bendigo. See "Bendigo Telephone Service."				
Timber Reserves. See "State Forests."				
Trade Unions, Twelfth Annual Report on—Report of the Actuary for Friendly Societies for the year 1897, with an Appendix: Presented (No. 20) ... ..	12	...	1217	
Tramway Employés' Grievances—Report of the Royal Commission appointed to inquire into the Grievances of Employés of the Melbourne Tramway and Omnibus Company Limited, with Minutes of Evidence and Appendices: Presented (No. 42) ... ..	45	...	...	741
Treasury Bonds Act 1896, No. 1451—Statement of Receipts and Expenditure under, to 30th June, 1898: Presented ... ..	45			
Treasury Bonds Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	100			
Subsequent proceedings ... ..	106, 117			
Treasury Bonds Bill (No. 2)—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	100			
Subsequent proceedings ... ..	106, 117			
ULTIMA Railway. See "Quambatook."				
Unclassified State School Teachers Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ... ..	126-7			
Subsequent proceedings ... ..	{ 132, 139, 159			
VEGETATION Diseases Act 1896: Presented—				
Insects and Fungi.—Proclamation ... ..	57, 57			
Importation of certain Trees and Plants into Victoria prohibited ... ..	57			
Regulation regarding "San José Scale." ( <i>Aspidiotus Perniciosus</i> , Comstock) ... ..	57			
Victorian Coal Industry. See under "Council—Adjournment Motions."				
Victorian Government Consolidated Inscribed Stock Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	69			
Subsequent proceedings ... ..	75, 87			
Victorian Government Consolidated Inscribed Stock Redemption Fund Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	70			
Subsequent proceedings ... ..	76, 87			
Victorian Government Loan. See "Railways Irrigation and Water Supply."				
Victorian Government Three per cent. Stock Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	69			
Subsequent proceedings ... ..	76, 87			
And see "Government Stock."				
Victorian Loans Redemption Fund Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ): Initiated ... ..	70			
Subsequent proceedings ... ..	77, 87			
Victorian Military Forces: Presented—				
Alteration of Dress Regulations ... ..	12			
Alteration of Regulations (Part I.) ... ..	12			
Alteration of Dress Regulations (Part II.) ... ..	54, 57			
Additional Dress Regulations (Part XIII.A.) ... ..	84			
Alteration of Regulations (Part I., Section II.) ... ..	87			
Alteration of Dress Regulations (Part XII.) ... ..	118			
And see under "Council—Adjournment Motions," "Permanent Artillery Appointments," and "Victorian Scottish Regiment of Volunteers."				
Victorian Mining Accident Relief Fund: Presented—				
Balance-sheet, 1897 ... ..	37			
Report of the Board appointed to inquire into and report upon matters connected with the management and investment of the (No. 65) ... ..	159	...	...	1405
Victorian Naval Forces: Alteration of Regulations (Parts II., V., and IX.): Presented ... ..	12			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Victorian Naval and Military Forces : Presented—				
Alteration of Financial and Store Regulations (Part I.) ...	12, 145			
Alteration of Financial and Store Regulations (Parts II. and IV.) ...	12			
Alteration of Financial and Store Regulations (Parts III. and IV.) ...	12			
Alteration of Financial and Store Regulations (Part IV.) ...	12, 41			
Alteration of Financial and Store Regulations (Part VII.) ...	12			
Alteration of Financial and Store Regulations (Part VII.) ...	12			
Alteration of Financial and Store Regulations (Part VII.) ...	12			
Alteration of Financial and Store Regulations (Part VII.) ...	12			
Alteration of Financial and Store Regulations (Part VII., Sections IV. and VI.) ...	54			
Alteration of Financial and Store Regulations (Part VII. Paragraph 159A) ...	57			
Alteration of Financial and Store Regulations (Parts II. and VII.) ...	67			
Alteration of Financial and Store Regulations (Part VII.) ...	96			
Addition to Financial and Store Regulations (Part V.) ...	99			
Victorian Permanent Artillery Appointments. <i>See</i> "Permanent Artillery."				
Victorian Railways. <i>See</i> "Railways."				
Victorian Scottish Regiment of Volunteers—Regulations : Presented ...	61			
<i>And see under</i> "Council—Adjournment Motions."				
Village Settlements. <i>See</i> "Settlement on Lands."				
Vine Disease Act 1890 Amendment Bill—Brought from the Legislative As- sembly ( <i>Hon. W. McCulloch</i> ) : Initiated ...	102			
Subsequent proceedings ...	107, 117			
Volunteers, Metropolitan. <i>See under</i> "Council—Adjournment Motions" and "Victorian Scottish Regiment of Volunteers."				
WAGES Attachment Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ...	30			
Subsequent proceedings ...	39, 67, 90, 92, 97, 103, 117			
Wanliss, Hon. T. D.—Letter from, on retiring from Parliamentary life ...	53			
Warburton Railway. <i>See</i> "Lilydale to Warburton."				
Water Act 1890 : Presented—				
Arapiles Shire and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds ...	57			
Borong Shire and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds ...	54			
Dimboola Shire Council and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds ...	145			
<i>And see</i> "Wimmera Shire."				
Irrigation and Water Supply Trusts—				
Bacchus Marsh—				
Graduated Rate—Regulation No. 5 (Draft Form) ...	18			
Regulation No. 5 ...	18			
Bairnsdale—Regulation No. 11 ...	18			
Benjeroop and Murrabit—				
Increasing Trust District ...	18			
Regulation for fixing Charges for Water for 1897 ; Rating Regulation ; and Regulation No. 2 ...	18			
Regulation No. 3 ...	57			
Campaspe—Rating Regulation ...	18			
Carrum—				
Rating Regulation ...	18			
Increase of Rating Powers ...	57			
Cohuna—				
Regulation No. 15 ...	18			
Regulation No. 16 ...	18			
East Boort—Rating Regulation ...	18			
Kerang East—Rating Regulation ...	18			
Koondrook and Myall—Rating Regulation ...	18			
Leaghur and Meering—				
Rating Regulation ...	145			
Regulation ...	145			
Marquis Hill—Rating Regulation ...	57			

	Minutes of Proceedings and Printed Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Water Act 1890 : Presented— <i>continued.</i>				
Irrigation and Water Supply Trusts— <i>continued.</i>				
North Boort—				
Rating Regulation, 1896 ... ..	18			
Rating Regulation, 1897 ... ..	18			
Rodney—				
Regulation No. 16 (Draft Form) ... ..	18			
Loan ... ..	18			
Graduated Rate—Regulation No. 16 ... ..	29			
Swan Hill—				
Regulation providing for the Sale and Distribution of Water for Irrigation Purposes ... ..	18			
Rating Regulation ... ..	18			
Extra Rate ... ..	118			
Tragowel Plains—				
Graduated Rate—Regulation No. 14 (Draft Form) ... ..	18			
Regulation No. 14 ... ..	18			
Wandella—				
Control of Lake Meering and Little Lake Meering ... ..	96			
Minimum amount of Rates for 1898 ... ..	118			
Rating Regulation ... ..	118			
Western Wimmera—				
Supply of Water to Irrigation Colonies outside the Trust District ... ..	18			
Regulation No. 23 ... ..	18			
Regulation No. 24 ... ..	91			
Rights and Powers of the Western Wimmera Irrigation and Water Supply Trust and the Wimmera United Waterworks Trust, in regard to the Division and Diversion of Water from the Wimmera River and Yarriambiack Creek ... ..	29			
And see "Arapiles," "Borong," "Dimboola," and "Wimmera Shire."				
Yatchaw—				
Rating Regulation ... ..	18			
Additional Loan ... ..	18			
Waterworks Trusts :				
Echuca Borough—Application for Additional Loan of £1,400.—Detailed Statement and Report (No. 60) ... ..	125	...	...	1349
Healesville—Application for Additional Loan of £161.—Detailed Statement and Report (No. 61) ... ..	125	...	...	1353
Heathcote—Application for Additional Loan of £850.—Detailed Statement and Report (No. 59) ... ..	99	...	...	1347
Maryborough—Application for Additional Loan of £21,000.—Detailed Statement and Report (No. 43) ... ..	63	...	...	1019
Shire of Shepparton—Application for Additional Loan of £5,500 (No. 55) ... ..	125	...	...	1209
Tatura—Application for Additional Loan of £600.—Detailed Statement and Report (No. 39) ... ..	63	...	...	673
Wimmera United—Rights and Powers of the Western Wimmera Irrigation and Water Supply Trust and the Wimmera United Waterworks Trust, in regard to the Division and Diversion of Water from the Wimmera River and Yarriambiack Creek ... ..	29			
Wimmera Shire and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds ... ..	18			
And see "Arapiles," "Borong," and "Dimboola."				
Water Supply Loans Application Bill—Brought from the Legislative Assembly ( <i>Hon. Sir H. Cuthbert</i> ) : Initiated ... ..	142			
Subsequent proceedings ... ..	149, 159			
And see "Railways Irrigation and Water Supply."				
Waterworks Trusts. See under "Water Act 1890."				
Wattles Act 1890 : Presented—				
Issue of a Lease under Section 5 ... ..	18			
Issue of a Lease under Section 10 ... ..	18			
Wattles Act 1890 and Land Acts. See "Land Acts and Wattles Act 1890."				
Wellington Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. T. D. Wanliss, who retired by rotation, announced ... ..	43			
Return to Writ announced ... ..	49			
The Hon. J. Y. McDonald introduced and sworn ... ..	49			
Werribee Telephone. See under "Post Office Acts."				

	Minutes of and Printed Proceedings and Papers.		Papers presented to Parliament.	
	Page.	Page.	Vol. 1. Page.	Vol. 2. Page.
Western Province, Representation of—				
Issue of a Writ for the election of a Member in the place of the Hon. N. Thornley, who retired by rotation, announced ...	43			
Return to Writ announced ... ..	49			
The Hon. N. Thornley introduced and sworn ...	49			
Western Wimmera Waterworks Trust. <i>See under</i> "Water Act 1890."				
Wimmera Shire and the Western Wimmera Irrigation and Water Supply Trust—Application of Municipal Funds: Presented ...	18			
And <i>see</i> "Arapiles," "Borong," and "Dimboola."				
Wimmera United Waterworks Trust. <i>See under</i> "Water Act 1890."				
Women's Suffrage Bill—Brought from the Legislative Assembly ( <i>Hon. W. McCulloch</i> ): Initiated ... ..	41			
Subsequent proceedings ... ..	47, 58, 59			
And <i>see under</i> "Council—Call of the."				
Work-rooms and Shops. <i>See</i> "Factories, Work-rooms, and Shops."				
Writs— <i>See under</i> "Council—Writs of Election."				
YARRA Improvement Act 1896, No. 1447—Statement of Advances to certain Municipalities under the provisions of the ; also of Amounts due, on 30th June, 1898, towards Interest and Redemption of Principal and of Payments of same: Presented ... ..	45			
Yarra River Floods. <i>See</i> "Yarra Improvement Act."				



---

---

PROCEEDINGS ON BILLS.

---

---



# BILLS INTRODUCED IN THE LEGISLATIVE COUNCIL

## AND PROCEEDINGS THEREON

DURING SESSION 1898.

---

ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.  
ADVANCES TO MUNICIPALITIES. See "MUNICIPALITIES' ADVANCES."  
ALBACUTYA RAILWAY. See "JEPARIT AND ALBACUTYA."  
APPROPRIATION BILL.  
ASSISTANT GOVERNMENT STATIST'S BILL.  
ATTACHMENT OF WAGES. See "WAGES."  
AUCTION SALES ACT 1890 AMENDMENT BILL.  
BEECH FOREST RAILWAY. See "COLAC AND BEECH FOREST."  
BEET SUGAR. See "MAFFRA."  
BIRCHIP AND CRONOMBY RAILWAY CONSTRUCTION BILL.  
BIRTHS DEATHS AND MARRIAGES. See "REGISTRATION."  
BRIGHTON LOAN BILL.  
BRITISH PHARMACOPŒIA BILL.  
COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.  
COLLINGWOOD RAILWAY. See "MELBOURNE AND COLLINGWOOD."  
COMPANIES ACT 1890 AMENDMENT BILL.  
See also "LIFE ASSURANCE."  
CONSOLIDATED INSCRIBED STOCK. See "VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK."  
CONSOLIDATED REVENUE BILL (No. 1).  
CONSOLIDATED REVENUE BILL (No. 2).  
CONSOLIDATED REVENUE BILL (No. 3).  
CONSTITUTION ACT AMENDMENT ACT. See "PLURAL VOTING," "PURIFICATION OF ROLLS," and "WOMEN'S SUFFRAGE."  
CREMATION BILL.  
CRONOMBY RAILWAY. See "BIRCHIP AND CRONOMBY."  
DEBENTURES. See "GOVERNMENT STOCK."  
DENTISTS LAW AMENDMENT BILL.  
DOCUMENTS, PROOF OF. See "EVIDENCE."  
DRAINAGE BILL.  
ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL.  
See also "MELBOURNE ELECTRIC LIGHTING LOAN."  
EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL.  
EVIDENCE BILL.  
EXPORTED PRODUCTS BILL.  
FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL.  
FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.  
FLEMINGTON AND KENSINGTON LOAN BILL.  
GEMBROOK RAILWAY. See "FERN TREE GULLY AND GEMBROOK."  
GOVERNMENT STATIST. See "ASSISTANT GOVERNMENT STATIST'S."  
GOVERNMENT STOCK DEBENTURES AND BONDS LIMITATION BILL.  
See also under "VICTORIAN GOVERNMENT."  
HAWKERS AND PEDLERS LAW AMENDMENT BILL.  
IMMIGRATION RESTRICTION BILL.  
INCOME TAX BILL.  
INSCRIBED STOCK. See "VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK."  
INSOLVENCY ACT 1897 AMENDMENT BILL.  
IRRIGATION LOANS. See "RAILWAYS IRRIGATION" and "WATER SUPPLY."  
JEPARIT AND ALBACUTYA RAILWAY CONSTRUCTION BILL.  
JUSTICES ACT 1890 AMENDMENT BILL.  
LAND ACTS FURTHER AMENDMENT BILL.  
LICENSING ACT 1885 FUND TRANSFER BILL.  
LIFE ASSURANCE COMPANIES AMENDMENT BILL.  
LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL.  
LOANS. See "RAILWAYS IRRIGATION," "VICTORIAN LOANS," and "WATER SUPPLY."  
MAFFRA BEET SUGAR COMPANY BILL.  
MARRIAGE LAW FURTHER AMENDMENT BILL.  
See also "REGISTRATION."  
MEAT SUPERVISION BILL.  
MEDICAL ACT 1890 AMENDMENT. See "DENTISTS."



# PROCEEDINGS ON BILLS.

SESSION 1898.

**ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.**—Bill to amend the Administration and Probate Acts.—(*Hon. Sir H. Cuthbert.*)—Initiated and read a first time, 28th June, 1898, p. 11.

Read a second time and committed; considered in Committee, 12th July, p. 20.

Further considered in Committee, 26th July, p. 26; 20th September, p. 64; 4th October, p. 70.

Reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 4th October, p. 70.

Message from the Assembly notifying their agreement to the Bill with amendments, 24th November, p. 108.

Amendments considered; the Council agree to some of the amendments of the Assembly, disagree with other of the said amendments (one on division), and agree to one of such amendments with amendments, 14th December, pp. 132-3.

Message from the Assembly notifying that they do not insist on some of their amendments disagreed with by the Council, but do insist on the amendment to add new sub-section (2) to clause 8, and have disagreed with the amendments of the Council in the said amendment, 16th December, p. 150.

Amendment considered; the Council agree to the amendment of the Assembly to add a new sub-section to clause 8 with a further amendment, 16th December, p. 153.

Message from the Assembly notifying that they do not insist on disagreeing with the amendments of the Council in new sub-section (2) of clause 8, and that they have agreed to the further amendment of the Council in such sub-section, 17th December (morning), p. 157. (*Assented to 20th December. Act No. 1599.*)

**APPROPRIATION BILL.**—Bill intituled "*An Act to apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand eight hundred and ninety-nine and to appropriate the Supplies granted in this Session of Parliament.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 16th December, 1898, p. 151.

Read a second time, by leave, and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 17th December (morning), p. 157. (*Assented to 20th December. Act No. 1600.*)

**ASSISTANT GOVERNMENT STATIST'S BILL.**—Bill intituled "*An Act relating to the Office of Assistant Government Statist.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 12th July, 1898, p. 19.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 19th July, pp. 22-3. (*Assented to 26th July. Act No. 1543.*)

**AUCTION SALES ACT 1890 AMENDMENT BILL.**—Bill intituled "*An Act to amend the Auction Sales Act 1890.*"—(*Hon. J. Bell.*)—Brought from the Legislative Assembly and read a first time, 2nd November, 1898, p. 89.

Read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 30th November, p. 112.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, have agreed to others of the said amendments with amendments, and have disagreed with one of the said amendments, but have made consequential amendments, 13th December, p. 128.

Amendments considered; the Council do not insist on their amendment disagreed with by the Assembly, and agree to the amendments of the Assembly on the amendments of the Council, 14th December, p. 131.

Message from the Assembly transmitting Message from His Excellency the Governor recommending an amendment in the Bill, to which the Assembly had agreed; His Excellency's amendment considered and agreed to, 20th December, p. 161. (*Assented to 20th December. Act No. 1598.*)

**BIRCHIP AND CRONOMBY RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Birchip to Cronomby.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 9th August, 1898, p. 35.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 10th August, p. 38. (*Assented to 15th August. Act No. 1550.*)

**BRIGHTON LOAN BILL.**—Bill intituled "*An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.*"—(Hon. S. Williamson.)—Brought from the Legislative Assembly and read a first time, 12th July, 1898, p. 19.

Read a second time and committed; considered in Committee and reported with an amendment; report, by leave, considered and adopted; Bill read the third time and passed, 19th July, p. 23.

Message from the Assembly notifying their agreement to the amendment of the Council, 26th July, p. 27.

Message from the Assembly transmitting Message from His Excellency the Administrator of the Government recommending certain amendments in the Bill, to which the Assembly had agreed; His Excellency's amendments considered and agreed to, 10th August, p. 38. (*Assented to 15th August. Act No. 1551.*)

**BRITISH PHARMACOPEIA BILL.**—Bill to provide for the adoption of the British Pharmacopœia.—(Hon. Sir H. Cuthbert.)—Initiated, by leave, and read a first time, 6th September, 1898, p. 53.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 14th September, p. 61.

Message from the Assembly notifying their agreement to the Bill, 23rd November, p. 101. (*Assented to 5th December. Act No. 1572.*)

**COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Colac to Beech Forest.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 14th December, 1898, p. 138.

Motion—That this Bill be now read a second time—on division, resolved in the affirmative; Bill read a second time and committed; considered in Committee, 15th December, p. 143.

Motion—That the Commissioner of Railways and the Engineer-in-Chief of the Victorian Railways be summoned to attend to-morrow at half-past eight o'clock to give evidence at the Bar of the Council before the Committee of the whole on the Bill—resolved in the affirmative, 15th December, p. 143.

Further considered in Committee and evidence taken at the Bar; Bill reported without amendment; report considered and adopted; Bill read the third time and passed, 16th December, p. 152. (*Assented to 19th December. Act No. 1594.*)

**COMPANIES ACT 1890 AMENDMENT BILL.**—Bill to amend Section 303 of the *Companies Act 1890.*—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 20th September, 1898, p. 63.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted, 12th October, p. 81.

Read the third time and passed, 25th October, p. 88. Bill not returned from the Assembly.

**CONSOLIDATED REVENUE BILL (No. 1).**—Bill intituled "*An Act to apply out of the Consolidated Revenue the sum of One million three hundred and six thousand eight hundred and ninety-four pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time; read a second time, by leave, and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 26th July, 1898, pp. 26–7. (*Assented to 26th July. Act No. 1547.*)

**CONSOLIDATED REVENUE BILL (No. 2).**—Bill intituled "*An Act to apply out of the Consolidated Revenue the sum of One hundred and forty-six thousand nine hundred and three pounds to the service of the year One thousand eight hundred and ninety-seven and ninety-eight.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 2nd August, 1898, p. 30.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 3rd August, p. 33. (*Assented to 10th August. Act No. 1548.*)

**CONSOLIDATED REVENUE BILL (No. 3).**—Bill intituled "*An Act to apply out of the Consolidated Revenue the sum of One million one hundred and eighteen thousand six hundred and twelve pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time; read a second time, by leave, and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 25th October, 1898, p. 88. (*Assented to 26th October. Act No. 1570.*)

**CREMATION BILL.**—Bill to regulate Cremation and for other purposes.—(Hon. F. S. Grimwade.)—Initiated and read a first time, 24th August, 1898, p. 47.

Motion—That this Bill be now read a second time—debate adjourned, 14th September, p. 61; debate resumed; Bill read a second time and committed; considered in Committee, 25th October, p. 88.

Further considered in Committee, 8th November, p. 92; 16th November, p. 96.

Reported with amendments, 16th November, p. 96.

Recommitted for the reconsideration of clause 1; reconsidered in Committee and re-reported with a further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 16th November, p. 96. Bill not returned from the Assembly.

**DENTISTS LAW AMENDMENT BILL.**—Bill to amend the Law relating to Dentists.—(Hon. Sir H. Cuthbert.)—Initiated, by leave, and read a first time, 8th November, 1898, p. 91.

Read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 23rd November, pp. 103–4.

DENTISTS LAW AMENDMENT BILL—*continued.*

Message from the Assembly notifying their agreement to the Bill with an amendment, 13th December, p. 127.

Amendment considered; the Council agree to the amendment to insert new clause A with amendments, 14th December, p. 130.

Message from the Assembly notifying their agreement to the amendments of the Council on the amendment of the Assembly, 15th December, p. 142.

Message from His Excellency the Governor recommending an amendment in the Bill; His Excellency's amendment considered and agreed to, 20th December, p. 159.

Message from the Assembly notifying their agreement to His Excellency's amendment, 20th December, p. 160. (*Assented to 20th December. Act No. 1595.*)

DRAINAGE BILL.—Bill to provide for the Drainage of Land.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 28th June, 1898, p. 12.

Read a second time and committed; considered in Committee, 2nd August, p. 29.

Further considered in Committee, 16th August, p. 42; 23rd August, p. 46.

Reported with amendments, 23rd August, p. 46.

Recommitted for the reconsideration of clauses 5, 9, 12, 27, and 28; reconsidered in Committee and re-reported with further amendments, 23rd August, p. 46.

Order for consideration of report discharged and Bill recommitted for the reconsideration of clauses 7, 9, 10, 11, 16, 19, and AA; reconsidered in Committee and re-reported with further amendments; report, by leave, considered and adopted; Bill read the third time and passed, 6th September, p. 54.

Message from the Assembly notifying their agreement to the Bill with amendments, 13th December, p. 127.

Amendments considered and agreed to, 14th December, p. 129. (*Assented to 19th December. Act No. 1583.*)

ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL.—Bill intituled "*An Act to amend the 'Electric Light and Power Act 1896.'*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 9th August, 1898, p. 35.

Motion—That this Bill be now read a second time—debate adjourned, 14th September, p. 62; question resolved in the affirmative; Bill read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 18th October, p. 84.

Message from the Assembly notifying their agreement to the amendments of the Council, 17th November, p. 97. (*Assented to 5th December. Act No. 1571.*)

EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL.—Bill to further continue in force Part III. of the *Employers and Employés Act 1890.*—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 23rd November, 1898, p. 102.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 29th November, p. 110.

EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—*continued.*

Message from the Assembly notifying their agreement to the Bill with an amendment; amendment considered and agreed to, 13th December, p. 127. (*Assented to 19th December. Act No. 1581.*)

EVIDENCE BILL.—Bill to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 28th June, 1898, p. 12.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 12th July, p. 20.

Message from the Assembly notifying their agreement to the Bill, 6th September, p. 54. (*Assented to 21st September. Act No. 1554.*)

EXPORTED PRODUCTS BILL.—Bill to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for export and to regulate the Exportation thereof.—(*Hon. W. McCulloch.*)—Initiated, by leave, and read a first time, 28th June, 1898, p. 12.

Petition presented and referred to the Committee of the whole on the Bill, 11th October, p. 79.

Read a second time and committed; considered in Committee, 4th October, p. 71.

Further considered in Committee, 18th October, p. 84.

Committed to a Select Committee, 18th October, p. 84.

Select Committee appointed, 18th October, p. 84. Report of Select Committee brought up, 8th December, p. 121.

Further considered in Committee of the whole and reported with amendments, 9th December, p. 123.

Order for consideration of report discharged and Bill recommitted for reconsideration; reconsidered in Committee and re-reported with further amendments; report, by leave, considered and adopted; Bill read the third time and passed, 13th December, p. 126.

Message from the Assembly notifying their agreement to the Bill with amendments; amendments considered and agreed to, 16th December, p. 151. (*Assented to 19th December. Act No. 1591.*)

FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL.—Bill intituled "*An Act to further amend the Factories and Shops Acts.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 16th December, 1898, p. 150.

Petition presented and referred to the Committee on the Bill, 16th December, p. 150.

Read a second time, by leave, and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 17th December (morning), p. 156.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, have disagreed with others of the said amendments, and have agreed to one of the said amendments with amendments; amendments considered; the Council do not

**FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL**—*continued.*

insist on their amendments (two on division) disagreed with by the Assembly, and agree to the amendments of the Assembly in new clause A, 17th December (morning), pp. 157-8.

Message from the Assembly transmitting Message from His Excellency the Governor recommending certain amendments in the Bill, to which the Assembly had agreed; His Excellency's amendments considered and agreed to, 20th December, p. 160. (*Assented to 20th December. Act No. 1597.*)

**FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Fern Tree Gully to Gembrook.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 26th July, 1898, p. 26.

Motion—That this Bill be now read a second time—debate adjourned, 3rd August, p. 33; debate resumed; Bill read a second time and committed; considered in Committee and reported without amendment; report considered and adopted, 9th August, p. 36.

Motion—That this Bill be now read a third time; further motion—That the Order of the Day for the third reading of this Bill be discharged, and that the Bill be recommitted to a Committee of the whole—negatived; question—That this Bill be now read a third time—resolved in the affirmative; Bill read the third time and passed, 10th August, p. 37. (*Assented to 15th August. Act No. 1549.*)

**FLEMINGTON AND KENSINGTON LOAN BILL.**—Bill intituled "*An Act to authorize the Borough of Flemington and Kensington to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 12th July, 1898, p. 19.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 19th July, pp. 23-4. (*Assented to 26th July. Act No. 1545.*)

**GOVERNMENT STOCK DEBENTURES AND BONDS LIMITATION BILL.**—Bill intituled "*An Act to limit the issue of certain Government Stock Debentures and Bonds.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 70.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, pp. 76-7. (*Assented to 19th October. Act No. 1559.*)

**HAWKERS AND PEDLERS LAW AMENDMENT BILL.**—Bill to amend the law relating to Hawkers and Pedlers.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 23rd November, 1898, p. 102.

Read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 16th December, p. 152. Bill not returned from the Assembly.

**IMMIGRATION RESTRICTION BILL.**—Bill intituled "*An Act to place certain Restrictions on Immigration.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 26th July, 1898, p. 26.

Petitions presented and referred to the Committee on the Bill, 17th August, p. 43.

Read a second time and committed to a Select Committee, 24th August, p. 48.

Select Committee appointed, 24th August, p. 48.

Member of Select Committee appointed, 6th September, p. 53.

Report of Select Committee brought up, 11th October, p. 79.

Committed to a Committee of the whole; considered in Committee, 18th October, p. 84.

Further considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 18th October, p. 85.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, have disagreed with others of the said amendments, and have agreed to one of the said amendments with an amendment, 30th November, p. 111.

Amendments considered; the Council insist on their amendments disagreed with by the Assembly and disagree with the amendment of the Assembly in clause G, 17th December (morning), pp. 153-6. Bill not returned from the Assembly.

**INCOME TAX BILL.**—Bill intituled "*An Act to continue the Income Tax Acts for the Year ending on the thirty-first day of December One thousand eight hundred and ninety-nine and to declare the Rates of Duties thereunder.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 14th December, 1898, p. 139.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 16th December, p. 151. (*Assented to 19th December. Act No. 1592.*)

**INSOLVENCY ACT 1897 AMENDMENT BILL.**—Bill intituled "*An Act to amend Section 118 of the 'Insolvency Act 1897.'*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 12th July, 1898, p. 19.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 19th July, p. 23. (*Assented to 26th July. Act No. 1544.*)

**JEPARIT AND ALBACUTYA RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Jeparit towards Albacutya.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 68.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 74. (*Assented to 19th October. Act No. 1558.*)

**JUSTICES ACT 1890 AMENDMENT BILL.**—Bill intituled "*An Act to amend the 'Justices Act 1890.'*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 2nd November, 1898, p. 89.

Read a second time and committed; considered in Committee, 30th November, p. 111.

Further considered in Committee and reported with amendments, 2nd December, p. 115.

Recommitted for the reconsideration of clause B; reconsidered in Committee and re-reported with a further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 2nd December, p. 115.

Message from the Assembly notifying that they have agreed to the amendment of the Council to insert new clause C, and have agreed to new clause B with amendments, 13th December, p. 127.

Amendments considered and agreed to, 14th December, p. 129. (*Assented to 19th December. Act No. 1584.*)

**LAND ACTS FURTHER AMENDMENT BILL.**—Bill intituled "*An Act to further amend the Land Acts and for other purposes.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 16th November, 1898, p. 96.

Read a second time and committed; considered in Committee, 29th November, p. 109.

Further considered in Committee, 6th December, p. 118; 7th December, p. 120; 8th December, p. 121; 13th December, p. 126; 14th December, p. 138.

Reported with amendments, 14th December, p. 138.

Recommitted for the reconsideration of clauses 42, 60, 90, 95, 112, 118, 128, 132, 133, 140, 143, 146, and 168; reconsidered in Committee and re-reported with further amendments; report, by leave, considered and adopted; Bill read the third time and passed, 14th December, p. 138.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, have disagreed with others, and have agreed to others of the said amendments with amendments, 15th December, p. 142.

Amendments considered; the Council do not insist on some of their amendments disagreed with by the Assembly, do insist on other of the said amendments (one on division), and agree to the amendments of the Assembly on certain amendments of the Council, 16th December, pp. 145-9.

Message from the Assembly notifying that they do not insist on disagreeing with the amendments insisted on by the Council, 16th December, p. 150. (*Assented to 20th December. Act No. 1602.*)

**LICENSING ACT 1885 FUND TRANSFER BILL.**—Bill intituled "*An Act to transfer a portion of 'The Licensing Act 1885 Fund' to the Consolidated Revenue and for other purposes.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 2nd August, 1898, p. 30.

Motion—That this Bill be now read a second time—debate adjourned, 10th August, p. 38; debate resumed; Bill read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 16th August, p. 42. (*Assented to 25th August. Act No. 1553.*)

**LIFE ASSURANCE COMPANIES AMENDMENT BILL.**—Bill to amend the provisions of the *Companies Act 1890* relating to Life Assurance.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 26th July, 1898, p. 26.

Motion—That this Bill be now read a second time—debate adjourned, 16th August, p. 42; debate resumed; Bill read a second time and committed; considered in Committee, 17th August, p. 44.

Further considered in Committee and reported with amendments, 23rd August, p. 46.

Order for consideration of report discharged and Bill recommitted for the reconsideration of clauses 2, 3, 7, 8, D, A, and the title; reconsidered in Committee and re-reported with further amendments, and with an amended title, viz. :—"A Bill to amend the provisions of the '*Companies Act 1890*' relating to Life Assurance and for other purposes," 6th September, p. 55.

Recommitted for the reconsideration of clause I; reconsidered in Committee and re-reported with a further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 6th September, p. 55. Bill not returned from the Assembly.

**LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Lilydale to Warburton.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 14th December, 1898, p. 139.

Petition presented and referred to the Committee on the Bill, 15th December, p. 141.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 16th December, pp. 149-50. (*Assented to 19th December. Act No. 1589.*)

**MAFFRA BEET SUGAR COMPANY BILL.**—Bill intituled "*An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 23rd August, 1898, p. 46.

Read a second time and committed; considered in Committee and reported with an amendment, 24th August, p. 47.

Recommitted for the reconsideration of clause 2; reconsidered in Committee and re-reported with a further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 24th August, p. 47.

Message from the Assembly notifying that they have disagreed with the amendments of the Council, 13th September, p. 59.

Amendments considered; the Council insist on their amendments disagreed with by the Assembly, 14th September, p. 61.

Message from the Assembly notifying that they do not insist on disagreeing with the amendments insisted on by the Council, 20th September, p. 63. (*Assented to 21st September. Act No. 1556.*)

**MARRIAGE LAW FURTHER AMENDMENT BILL.**—Bill to further amend the law relating to Marriage.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 26th July, 1898, p. 26.

Read a second time and committed; considered in Committee, 6th September, p. 55.

Further considered in Committee, 14th September, p. 62; 20th September, p. 63.

**MARRIAGE LAW FURTHER AMENDMENT BILL—**  
*continued.*

Reported with amendments, 20th September, p. 63.  
Recommitted for the reconsideration of clauses 16 and 30; reconsidered in Committee and re-reported with further amendments; report, by leave, considered and adopted; Bill read the third time and passed, 20th September, pp. 63-4.  
Report from the Clerk of corrections made by him in the Bill, 4th October, p. 67.  
Message from the Assembly notifying their agreement to the Bill with an amendment, 24th November, p. 108.  
Amendment considered and agreed to, 7th December, p. 119.  
Report from the Clerk of the Parliaments of a clerical error in the Bill; error corrected by the Council and the letter ordered to be sent to the Assembly with a Message requesting their concurrence in such correction, 13th December, p. 125.  
Message from the Assembly notifying their concurrence with the Council in the correction of the clerical error reported by the Clerk of the Parliaments, 13th December, p. 128. (*Assented to 19th December. Act No. 1582.*)

**MEAT SUPERVISION BILL.**—Bill for the proper supervision of the Slaughtering of Animals and the Sale of Meat and for other purposes.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 8th November, 1898, p. 91.

Petition presented and referred to the Committee on the Bill, 22nd November, p. 99.

Motion—That this Bill be now read a second time; further motion for the adjournment of the debate negatived; question—That this Bill be now read a second time—resolved in the affirmative; Bill read a second time and committed; considered in Committee, 15th November, p. 93.

Further considered in Committee, 24th November, p. 108; 9th December, p. 123.

Order for further consideration in Committee discharged and Bill withdrawn, 16th December, p. 152.

**MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL**—Bill intituled "*An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 24th November, 1898, p. 107.

Motion—That this Bill be now read a second time—on division, resolved in the affirmative; Bill read a second time and committed; considered in Committee and reported with an amendment; report, by leave, considered and adopted; Bill read the third time and passed, 15th December, pp. 141-2.

Message from the Assembly notifying their agreement to the amendment of the Council, 16th December, p. 150. (*Assented to 19th December. Act No. 1590.*)

**MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL.**—Bill intituled "*An Act to further amend the 'Melbourne and Metropolitan Board of Works Act 1890.'*"—(*Hon. D. Melville.*)—Brought from the Legislative Assembly and read a first time, 8th November, 1898, pp. 91-2.

Petitions presented and referred to the Committee on the Bill, 15th November, p. 93; 16th November, p. 96.

Motion for second reading negatived, 23rd November, p. 102.

**MELBOURNE ELECTRIC LIGHTING LOAN BILL.**—Bill intituled "*An Act to enable the Mayor Aldermen Councillors and Citizens of the City of Melbourne to raise a further sum or sums of money not exceeding Two hundred and fifty thousand pounds and for other purposes.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 23rd November, 1898, p. 102.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, pp. 106-7. (*Assented to 5th December. Act No. 1577.*)

**MILDURA CROWN GRANTS BILL.**—Bill intituled "*An Act to authorize the issuing of Crown Grants of certain Lands at Mildura.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 23rd November, 1898, p. 101.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, p. 106. (*Assented to 5th December. Act No. 1576.*)

**MINING DEVELOPMENT ACT 1896 AMENDMENT BILL.**—Bill intituled "*An Act to amend the 'Mining Development Act 1896.'*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, pp. 68-9.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 75. (*Assented to 19th October. Act No. 1568.*)

**MUNICIPAL LOANS EXTENSION BILL.**—Bill intituled "*An Act to enable Municipalities to extend the period during which they have to provide for the Payment of Loans.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 2nd August, 1898, p. 30.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted, 10th August, p. 39.

Read the third time and passed, 16th August, p. 42. (*Assented to 25th August. Act No. 1552.*)

**MUNICIPAL OVERDRAFTS INDEMNITY BILL.**—Bill intituled "*An Act to indemnify the Councillors of various Municipalities for Borrowing Moneys by Overdrafts on Bankers for the purposes of their Municipalities contrary to the provisions of the 'Local Government Act 1890.'*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 23rd November, 1898, p. 101.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 29th November, p. 110. (*Assented to 5th December. Act No. 1580.*)

**MUNICIPALITIES' ADVANCES BILL.**—Bill intituled "*An Act to authorize Advances to be made to certain Municipalities.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 68. Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, pp. 74-5. (*Assented to 19th October. Act No. 1567.*)

**MUNICIPALITIES' DEPOSITS AND SHARES SALE BILL.**—Bill intituled "*An Act to enable Municipalities to sell Deposit Receipts Stocks and Shares.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 12th July, 1898, p. 19. Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 19th July, p. 24. (*Assented to 26th July. Act No. 1546.*)

**PILOTS' ADVANCE REPAYMENT BILL.**—Bill intituled "*An Act to authorize certain Deductions to be made out of Moneys payable to Pilots.*"—(*Hon. Sir H. Cuthbert.*)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 69. Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 75. (*Assented to 19th October. Act No. 1569.*)

**PLURAL VOTING ABOLITION BILL.**—Bill intituled "*An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 10th August, 1898, p. 38.

Motion for Call of the Council to consider the Bill, resolved in the affirmative, 24th August, p. 47; Council called, 13th September, p. 58.

Motion—That this Bill be now read a second time; further motion for the adjournment of the debate, on division, resolved in the affirmative, 13th September, p. 58; debate resumed and further adjourned, 11th October, p. 80; debate resumed; Bill read a second time and committed; considered in Committee, 18th October, p. 84.

Further considered in Committee, 25th October, p. 88; 17th November, p. 97; 22nd November, p. 99.

Reported with amendments; report, by leave, considered and adopted, 22nd November, p. 99.

Motion—That in the opinion of the Council this Bill comes within the operation of section 60 of *The Constitution Act*, and consequently requires to be passed with the concurrence of an absolute majority of the whole number of the Members of the Legislative Council and of the Legislative Assembly respectively; further motion for the adjournment of the debate negatived.

The President said:—"On a former occasion I gave my ruling that this Bill, being an amendment of *The Constitution Act Amendment Act*, did not require an absolute majority. It is my opinion that it comes under section 61 of *The Constitution Act*, and that that section to a certain extent overrides section 60. This view has been followed for the last 40 years, and it has been supported by some of the most eminent constitutional authorities, including Sir William Stawell,

**PLURAL VOTING ABOLITION BILL—continued.**

Mr. Justice Fellows, and Dr. Hearn. There is a great deal in what Sir Arthur Snowden has said, and when I first looked at the Act I was entirely of his opinion. If section 60 does in any way override section 61, the honorable Member is correct, but if section 61 is to be read separately from section 60, and is to be regarded as being independent of it, then I say that the practice that has been observed for the past 40 years is undoubtedly right. I say that with some considerable hesitation. The provisions of our Constitution should not be lightly frittered away, and we should take every step to guard against undue haste in any alterations of the Constitution. But I have before me the fact that an alteration in the qualification of electors was made by a Bill that was passed in 1856 without an absolute majority of the Council and Assembly being required. That Bill was presented on the 27th of November, 1856, and it was assumed that it came under section 61 of *The Constitution Act*. I do not see, therefore, how I can depart from the ruling previously given. The Bill to which I refer was under discussion in the Legislative Assembly from the 27th November, 1856, to the 2nd October, 1857. It was referred to a Select Committee, and it was not held that it required an absolute majority. It was introduced in the Legislative Council on the 2nd October, 1857, and the same view was adopted."

Original motion, by leave, withdrawn; Bill read the third time and passed, 23rd November, p. 103.

Motion for referring question raised on third reading to the Standing Orders Committee, resolved in the affirmative, 30th November, p. 111.

Message from the Assembly notifying that they have agreed to one of the amendments made by the Council and have disagreed with the other amendments, 29th November, p. 110.

Amendments considered; the Council insist on their amendments (one on division) disagreed with by the Assembly, 14th December, pp. 133-8.

Message from the Assembly notifying that they insist on disagreeing with the amendments insisted on by the Council, 15th December, p. 142.

Amendments considered; the Council still insist on their amendments disagreed with by the Assembly, 16th December, p. 152. Bill not returned from the Assembly.

**POISONS ACT 1890 FURTHER AMENDMENT BILL.**—

Bill intituled "*An Act to further amend the 'Poisons Act 1890.'*"—(*Hon. Sir H. Cuthbert.*)

—Brought from the Legislative Assembly and read a first time, 24th November, 1898, p. 105.

Order for second reading discharged and Bill withdrawn, 16th December, p. 152.

**POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL.**—Bill to further amend Part IV. of the *Police Offences Act 1890* and for other purposes.—(*Hon. Sir H. Cuthbert.*)—Initiated, by leave, and read a first time, 15th November, 1898, p. 93.

Motion—That this Bill be now read a second time—debate adjourned, 24th November, p. 107; debate resumed; Bill read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 2nd December, p. 115. Bill not returned from the Assembly.

**PURIFICATION OF ROLLS BILL.**—Bill intituled "*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 22nd November, 1898, p. 99.

Read a second time and committed; considered in Committee, 30th November, p. 112.

Further considered in Committee and reported with amendments, 2nd December, p. 116.

Recommitted for the reconsideration of clause 4; reconsidered in Committee and re-reported with a further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 2nd December, p. 116.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, have disagreed with one of the said amendments, and have agreed to others of the said amendments with amendments, 13th December, p. 127.

Amendments considered; the Council agree to the amendments of the Assembly on amendments of the Council, and do not insist on their amendment to omit clause 25, 14th December, p. 130.

Message from the Assembly transmitting Message from His Excellency the Governor recommending certain amendments in the Bill, to which the Assembly had agreed; His Excellency's amendments considered and agreed to, 20th December, p. 161. (*Assented to 20th December. Act No. 1601.*)

**QUAMBATOOK AND ULTIMA RAILWAY CONSTRUCTION BILL.**—Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Quambatook to Ultima.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 6th September, 1898, p. 54.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 14th September, p. 62. (*Assented to 21st September. Act No. 1555.*)

**RAILWAY AND PUBLIC WORKS LOAN APPLICATION BILL.**—Bill intituled "*An Act to authorize the Expenditure of certain sums of Money available under Loan Acts for Railway Works Public Works and other purposes.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 68.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 74. (*Assented to 19th October. Act No. 1566.*)

**RAILWAY AND PUBLIC WORKS LOAN APPLICATION ACT 1898 AMENDMENT BILL.**—Bill intituled "*An Act to amend the 'Railway and Public Works Loan Application Act 1898.'*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 13th December, 1898, p. 126.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 14th December, pp. 131-2. (*Assented to 19th December. Act No. 1586.*)

**RAILWAY EMPLOYEES TRANSFER BILL.**—Bill intituled "*An Act to authorize the Transfer of certain Employés from the Railway Service to the Public Service.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 13th December, 1898, p. 126.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 14th December, p. 131. (*Assented to 19th December. Act No. 1585.*)

**RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL.**—Bill intituled "*An Act to amend the 'Railway Lands Acquisition Act 1893.'*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 13th December, 1898, p. 128.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 16th December, p. 151.

Message from the Assembly transmitting Message from His Excellency the Governor recommending an amendment in the Bill, to which the Assembly had agreed; His Excellency's amendment considered and agreed to, 20th December, p. 160. (*Assented to 20th December. Act No. 1596.*)

**RAILWAY LOAN APPLICATION BILL.**—Bill intituled "*An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railways.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 68.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 74. (*Assented to 19th October. Act No. 1563.*)

**RAILWAYS IRRIGATION AND WATER SUPPLY LOANS BILL.**—Bill intituled "*An Act to authorize the raising of Money for Railways and Irrigation Works and Water Supply.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 69.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 76. (*Assented to 19th October. Act No. 1562.*)

**RAILWAYS STANDING COMMITTEE REMUNERATION BILL.**—Bill intituled "*An Act to provide for the Remuneration of the Parliamentary Standing Committee on Railways.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 23rd November, 1898, p. 102.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, p. 107. (*Assented to 5th December. Act No. 1579.*)

**REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL.**—Bill to amend the *Registration of Births Deaths and Marriages Act 1890.*—(Hon. Sir H. Cuthbert.)—Initiated, by leave, and read a first time, 28th June, 1898, p. 12.

Read a second time and committed; considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 12th July, p. 20.

Message from the Assembly notifying their agreement to the Bill with amendments, 22nd November, p. 100.

Amendments considered and agreed to, 7th December, pp. 119–20.

Message from His Excellency the Governor recommending certain amendments in the Bill; His Excellency's amendments considered and agreed to, 15th December, p. 143.

Message from the Assembly notifying their agreement to His Excellency's amendments, 16th December, p. 152. (Assented to 19th December. Act No. 1593.)

**TREASURY BONDS BILL.**—Bill intituled "*An Act to authorize the issue of Treasury Bonds.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 22nd November, 1898, p. 100.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, p. 106. (Assented to 5th December. Act No. 1574.)

**TREASURY BONDS BILL (No. 2).**—Bill intituled "*An Act to authorize the issue of Treasury Bonds (No. 2).*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 22nd November, 1898, p. 100.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, p. 106. (Assented to 5th December. Act No. 1575.)

**UNCLASSIFIED STATE SCHOOL TEACHERS BILL.**—Bill intituled "*An Act relating to Unclassified State School Teachers.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 13th December, 1898, pp. 126–7.

Read a second time and committed; considered in Committee and reported with an amendment; report, by leave, considered and adopted; Bill read the third time and passed, 14th December, p. 132.

Message from the Assembly notifying their agreement to the amendment of the Council, 14th December, p. 139. (Assented to 19th December. Act No. 1587.)

**VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK BILL.**—Bill intituled "*An Act to provide for the creation and issue of Victorian Government Consolidated Inscribed Stock and for converting the public debt of Victoria into such Stock.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 69.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 75. (Assented to 19th October. Act No. 1560.)

**VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK REDEMPTION FUND BILL.**—Bill intituled "*An Act to establish a Victorian Government Consolidated Inscribed Stock Redemption Fund.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 70.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 76. (Assented to 19th October. Act No. 1561.)

**VICTORIAN GOVERNMENT THREE PER CENT. STOCK BILL.**—Bill intituled "*An Act to authorize the raising of Money for certain purposes by increasing the amount of Victorian Government Three per cent. Stock.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 69.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 76. (Assented to 19th October. Act No. 1564.)

**VICTORIAN LOANS REDEMPTION FUND BILL.**—Bill intituled "*An Act to establish a Victorian Loans Redemption Fund and for other purposes.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 4th October, 1898, p. 70.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 5th October, p. 77. (Assented to 19th October. Act No. 1565.)

**VINE DISEASE ACT 1890 AMENDMENT BILL.**—Bill intituled "*An Act to amend the 'Vine Disease Act 1890.'*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 23rd November, 1898, p. 102.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 24th November, p. 107. (Assented to 5th December. Act No. 1578.)

**WAGES ATTACHMENT BILL.**—Bill intituled "*An Act to regulate Attachment of Wages.*"—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 2nd August, 1898, p. 30.

Motion—That this Bill be now read a second time—debate adjourned, 10th August, p. 39; debate resumed, and motion, on division, negatived, 4th October, p. 67.

Read a second time and committed; considered in Committee, 2nd November, p. 90.

Further considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 8th November, p. 92.

Message from the Assembly notifying that they have disagreed with one of the amendments of the Council, and have agreed to the other amendment with an amendment, 17th November, p. 97.

Amendments considered; the Council do not insist on their amendment disagreed with by the Assembly, and agree to the amendment of the Assembly in new clause A, 23rd November, p. 103. (Assented to 5th December. Act No. 1573.)

WATER SUPPLY LOANS APPLICATION BILL.—Bill intituled “*An Act to sanction the issue and application of certain sums of money as Loans for Water Supply and Irrigation Works in the Country Districts and for other purposes.*”—(Hon. Sir H. Cuthbert.)—Brought from the Legislative Assembly and read a first time, 15th December, 1898, p. 142.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 16th December, p. 149. (*Assented to 19th December. Act No. 1588.*)

WOMEN'S SUFFRAGE BILL.—Bill intituled “*An Act to remove the Disqualification of Women in the Elections of Members of the Legislative Assembly.*”—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 16th August, 1898, p. 41.

Motion for Call of the Council to consider the Bill, resolved in the affirmative, 24th August, p. 47 ; Council called, 13th September, p. 58.

Motion—That this Bill be now read a second time—debate adjourned, 13th September, p. 58 ; debate resumed, and motion, on division, negatived, 13th September, p. 59.

---

NOTE.—The Marine Act 1890 further Amendment Bill, passed in the Second Session of 1897, and reserved on the 21st December, 1897, for the signification of Her Majesty's pleasure thereon, was assented to on the 18th July, 1898, and the assent proclaimed on the 9th September, 1898. Act No. 1557. See pp. 65-6.

---

---

---

MINUTES OF THE PROCEEDINGS, ETC.

---

---

No 1.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 28<sup>TH</sup> JUNE, 1898.

The Council met pursuant to the Proclamation of His Excellency the Administrator of the Government, bearing date the seventeenth day of June instant, which Proclamation was read by the Clerk, and is as follows:—

FURTHER PROROGUING PARLIAMENT AND FIXING THE TIME FOR HOLDING  
THE SECOND SESSION OF THE SEVENTEENTH PARLIAMENT OF VICTORIA.

PROCLAMATION

By His Excellency the Honorable Sir John Madden, Knight, the Chief Justice of the Supreme Court of the Colony of Victoria, and Administrator of the Government of the said Colony, &c., &c., &c.

WHEREAS by *The Constitution Act* it was amongst other things enacted that it should be lawful for the Governor to fix such places within Victoria and, subject to the limitation therein contained, such times for holding the first and every other Session of the Council and Assembly, and to vary and alter the same respectively in such manner as he might think fit; and also from time to time to prorogue the said Council and Assembly, and to dissolve the said Assembly, by Proclamation or otherwise, whenever he should deem it expedient: And whereas the said Council and Assembly, called "The Parliament of Victoria," stand prorogued until Tuesday, the 21st day of June, 1898, and it is expedient further to prorogue the same, and to fix the time for holding the next Session thereof: Now therefore I, the Administrator of the Government of Victoria, in exercise of the power conferred by the said Act, do by this my Proclamation further prorogue the said Parliament of Victoria until Tuesday, the 28th day of June, 1898; and also I do hereby fix Tuesday, the 28th day of June aforesaid, as the time for the commencement and holding of the next Session of the said Council and Assembly, called the Parliament of Victoria, for the despatch of business, at the hour of Two o'clock in the afternoon, in the Parliament Houses, situate in Parliament-place, Spring-street, in the city of Melbourne: And the Honorable the Members of the Legislative Council and the Members of the Legislative Assembly are hereby required to give their attendance at the said time and place accordingly.

Given under my Hand and the Seal of the Colony, at Melbourne, this seventeenth day of June, in the year of our Lord One thousand eight hundred and ninety-eight, and in the sixty-first year of Her Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

GEORGE TURNER.

GOD SAVE THE QUEEN!

(550 copies.)

2. APPROACH OF HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The approach of His Excellency the Administrator of the Government was announced by the Usher.

His Excellency came into the Council Chamber, and commanded the Usher to desire the immediate attendance of the Legislative Assembly, who, being come with their Speaker, His Excellency was pleased to speak as follows :—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

I have called you together for the transaction of public business at the earliest possible date after the last session of the Federal Convention and the reference of the Commonwealth Bill to the people.

The Federal Constitution framed by the Convention has received the approval of a majority in every Colony in which it has been submitted. And although unfortunately, owing to the prescribed number of votes not having been obtained in New South Wales, Federation has been temporarily delayed, it may be confidently anticipated that so deliberate, direct, and pronounced an expression of the people's desire must result in an early Union of the Australian Colonies.

It is satisfactory to be able to announce that the general prospects of trade are steadily improving, the output of gold has been greater than for many years, the coal industry is rapidly growing in importance, and now that the long-continued drought is happily at an end there is every indication of an abundant harvest and of renewed prosperity to those engaged in developing the agricultural and pastoral resources of the country.

It will be your task to aid this returning prosperity by every means in your power. With this object a number of Bills will be submitted to you for the promotion of Agriculture and other rural industries, and to enable producers to occupy the land under more favorable conditions.

One of the most important of these will be a Land Bill. The pastoral and grazing leases expire at the end of the present year, and it is necessary to make provision for the future tenure of Crown lands. This opportunity will be taken to introduce various liberal amendments in the Land Law generally by the light of past experience, and to make it conform to the altered conditions of settlement. A comprehensive measure will accordingly be submitted to you dealing with pastoral and grazing areas, classifying public lands in accordance with their productive capabilities, modifying the provisions of the present law so as to afford relief to existing tenants, offering increased encouragement for future occupation, and extending facilities for further settlement upon Mallee Lands.

In connexion with the important question of Irrigation and Water Supply the Commission appointed to investigate the subject has presented its report, and my Government has prepared a Bill to amend and consolidate the Water Acts, which will be laid before you. It provides for the adjustment of liabilities of Trusts, the reduction of interest on their loans, and removes defects which experience has disclosed in their constitution and working.

Works have already been undertaken and authorized for the purpose of conserving as far as possible the winter's rains in dry districts, in order that the scarcity of water suffered last summer may not be again experienced.

The subject of Technical Agricultural Education has engaged the attention of my Advisers. You will be asked to make provision for the extension of the system already successfully begun, and for the establishment of experimental farms.

A measure will be submitted to you for the abolition of plural voting for the Legislative Assembly.

A Bill will also be laid before you giving votes for the Legislative Assembly to women.

Experience has shown that a great number of persons qualified to vote at the election of Members of the Legislative Assembly are disfranchised by the operation of the Electoral Laws. A Bill has been prepared and will be submitted to you which will, it is hoped, effectually remedy this grievance.

A measure will be submitted for your consideration to facilitate the settlement of differences between the two Houses of the Legislature.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

It is gratifying to inform you that the economy observed by my Advisers has resulted in placing the public finances upon a sound basis, and, as the revenue is steadily increasing, all the reasonable requirements of the country can be provided for without further taxation or retrenchment.

The Estimates of Expenditure for the current year will be laid before you. They have been framed with a due regard to economy, but, fortunately, the improved condition of the revenue will allow of a more liberal expenditure than has been possible of late years.

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

My Advisers have prepared a scheme of extensive reproductive Public Works for which legislative authority will be sought. When making provision for the necessary expenditure the various existing Loan Acts will be modified, and an enactment framed so that Parliament may maintain proper control over future borrowing.

Railways are a vital necessity to the producers of this country, and in accordance with the recommendations of the Standing Committee my Advisers will request Parliamentary sanction for the early construction of several lines of Railway.

A carefully considered scheme for the reclassification of the employes of the Railway Department has been prepared, and will be submitted for your approval.

The law which compels Municipal Councils to provide a Sinking Fund in addition to paying interest on their loans has been found to press severely on their resources. A measure will be laid

before you having for its object the relief of such Municipalities as desire to take advantage of its provisions, while at the same time amply securing all persons from whom the Councils have borrowed.

The growing and urgent wants of the Public Charities have not escaped the attention of my Ministers. It is proposed to take power to transfer yearly for the benefit of Charitable Institutions a portion of the Licensing Fund while it exceeds £50,000. Your sanction will be asked to this proposal.

The immigration into Australia of certain coloured races if unrestricted threatens to become a danger to the community. A Bill will be submitted for your consideration intended to mitigate this evil so far as concerns Victoria.

The following Bills which failed to become law in a previous Session will be again submitted:—Bills for the establishment of Drainage Trusts; the Regulation of Dentists; for dealing with Vegetation Diseases; regulating the Export of Products; the Prevention of Usury; Life Assurance; and Administration and Probate.

My Advisers also intend to lay before you other measures including Bills providing for the Inspection of Meat; to regulate Coal Mining; to amend the Shops and Factories Act; to amend the Marriage Law; to afford increased protection to Infant Life; to provide for Compensation to Workmen; to amend the law relating to Agricultural Colleges; to deal with the Compensation to be paid to the owners of Diseased Vineyards; to make certain proceedings in other Australasian Colonies admissible as evidence in Victoria; and to deal with the Attachment of Wages.

I now leave you to your deliberations, earnestly praying that under the blessing of Divine Providence your labours may advance the interests and increase the prosperity of the people.

Which being concluded, a copy of the Speech was delivered to the President, and a copy to Mr. Speaker, and His Excellency the Administrator of the Government left the Chamber.

The Legislative Assembly then withdrew.

3. The President took the Chair and read the Prayer.

4. DECLARATIONS OF MEMBERS.—The Honorables the President, J. H. Abbott, S. Austin, J. Balfour, J. Bell, F. Brown, J. Buchanan, J. C. Campbell, Sir R. T. H. Clarke, Bart., T. Comrie, J. H. Connor, S. W. Cooke, Sir H. Cuthbert, T. Dowling, N. FitzGerald, G. Godfrey, F. S. Grimwade, C. J. Ham, D. Ham, N. Levi, W. McCulloch, D. Melville, E. Miller, E. Morey, W. Pearson, P. Phillips, J. M. Pratt, Lieut.-Col. Sir F. T. Sargood, G. Simmie, Sir A. Snowden, N. Thornley, J. A. Wallace, S. Williamson, W. I. Winter-Irving, Sir H. J. Wrixon, and A. Wynne severally delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth:—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM AUSTIN ZEAL, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Six hundred and forty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Prahran and South Melbourne, and are known as—

“Parts of Crown portions 14, 17, 18, and 20, parish of Prahran, at Toorak; and part of Crown allotment 3, section I, and Crown allotment 4, section I, and Crown allotment 4, section L, city of South Melbourne, county of Bourke.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Three hundred and ninety-eight pounds; and that such of the said lands or tenements as are situate in the municipal district of South Melbourne are rated in the rate-book of such district upon a yearly value of Two hundred and forty-two pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“W. A. ZEAL.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH HENRY ABBOTT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred and fifty-five pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Sandhurst, Echuca, and Strathfieldsaye, and are known as—

“Firstly, part of Crown allotment nine of section twenty-four B, city of Bendigo, parish of Sandhurst, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 2586, fol. 517022.

“Secondly, Crown allotment six and six A of section sixty-eight C, Olinda and Gladstone streets, city and parish of Sandhurst, county of Bendigo.

“Thirdly, Crown allotments one, two, and three, section nineteen, parish of Mandurang, county of Bendigo.

“Fourthly, part of allotment thirteen, section one, and part of Crown allotment six of section three, parish of Mandurang, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 1353, fol. 270462.

“Fifthly, part of Crown allotment seventeen, section one, parish of Mandurang, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 1140, fol. 227959.

“Sixthly, part of Crown allotment three, section six, town of Echuca, parish of Echuca North, county of Rodney, particularly described in certificate of title entered in the Register Book, vol. 1786, fol. 357001.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Bendigo are rated in the rate-book of such district upon a yearly value of Seventy-six pounds; and that such of the said lands or tenements as are situate in the municipal district of Strathfieldsaye are rated in the rate-book of such district upon a yearly value of One hundred and twenty-seven pounds; and that such of the said lands or tenements as are situate in the municipal district of Echuca are rated in the rate-book of such district upon a yearly value of Fifty-two pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JOSEPH HENRY ABBOTT."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SIDNEY AUSTIN, of Geelong, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and sixty-eight pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Winchelsea, and are known as 'Karngun Paddocks.'

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Winchelsea are rated in the rate-book of such district upon a yearly value of One hundred and sixty-eight pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"SIDNEY AUSTIN."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JAMES BALFOUR, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and six pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Prahran, and are known as part of Crown portion 18, parish of Prahran.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of One hundred and six pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JAMES BALFOUR."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JAMES BELL, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and sixty-five pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Dunolly, and are known as my property, being allotments 4, 5, 6, 7, and 9 of section 26, and allotments 8<sup>b</sup> and 9 of section 12, town of Dunolly.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Dunolly are rated in the rate-book of such district upon a yearly value of One hundred and sixty-five pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JAMES BELL."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, FREDERICK BROWN, of Beechworth, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and seven pounds ten shillings above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Beechworth, and are known as 'Shrublands'—Allotments 2, 3, and 4 of section F, with dwelling-house and out-offices, occupied by me; also allotment 8 of section P<sup>1</sup>, 17 of section 4, allotment 2, section 38, and part of allotment 3 of section D, all in the town and parish of Beechworth.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of United Shire of Beechworth are rated in the rate-book of such district upon a yearly value of One hundred and seven pounds ten shillings.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"FREDK. BROWN."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JAMES BUCHANAN, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and sixty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Berwick, and are known as 'Ardblair Farm, occupied by Mr. L. D. Beaumont.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Berwick are rated in the rate-book of such district upon a yearly value of One hundred and sixty pounds, and that such of the said lands or tenements as are situate in the municipal district of Berwick are rated in the rate-book of such district upon a yearly value of One hundred and sixty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JAMES BUCHANAN."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JAMES CALLENDER CAMPBELL, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Brighton, and are known as Myrtle Grove, situate in New-street and North-road, town of Brighton, containing seven and one-half acres or thereabouts, on which is erected a two-storied brick house, containing sixteen rooms; also an allotment of land situate at Elwood-street, Brighton.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Brighton are rated in the rate-book of such district upon a yearly value of One hundred and ninety-five pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JAS. C. CAMPBELL."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SIR RUPERT TURNER HAVELOCK CLARKE, Bart., do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two thousand nine hundred and eighty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Merriang, and are known as thirteen thousand two hundred and forty-six acres, in the parishes of Merriang and Darraweit Guim, No. 4 in the rate-book.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Merriang are rated in the rate-book of such district upon a yearly value of Two thousand nine hundred and eighty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"RUPERT T. H. CLARKE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS COMRIE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and forty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Tarnagulla, and are known as Crown allotments 11 and 11A of section thirteen, township and parish of Tarnagulla, county of Gladstone.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Tarnagulla are rated in the rate-book of such district upon a yearly value of One hundred and forty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"THOMAS COMRIE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH HENRY CONNOR, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of over One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Colac, shire of Colac, parish of Cundare, county of Grenville, and are known as allotments 57<sup>AB</sup> and 57<sup>2AB</sup>, parish of Cundare, containing three hundred and eighteen acres one rood twenty-four perches.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Colac, shire of Colac, parish of Cundare, county of Grenville, are rated in the rate-book of such district upon a yearly value of One hundred and nineteen pounds five shillings.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JOS. H. CONNOR."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SAMUEL WINTER COOKE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly

value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Dundas, and are known as 'Murudal.'

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Dundas are rated in the rate-book of such district upon a yearly value of One thousand four hundred and sixty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"SAML. WINTER COOKE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, HENRY CUTHBERT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Ballarat and shire of Ballarat, and are known as—

"Part of allotment 4 of section 9, city of Ballarat; and

"Allotment 2 of section 14, parish of Ballarat, county of Grenville.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Ballarat are rated in the rate-book of such district upon a yearly value of Eighty pounds; and that such of the said lands or tenements as are situate in the municipal district of the shire of Ballarat are rated in the rate-book of such district upon a yearly value of One hundred and twenty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"HENRY CUTHBERT."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS DOWLING, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Hampden and Mortlake, and are known as 'Jellalabad,' situated on Mount Emu Creek, and bounded on the south by township of Darlington, on the east by lands belonging to Messrs. Cole and Dodds, on the north by station known as 'Terrinallum,' and on the west by station known as 'Mount Fyans.'

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Mortlake are rated in the rate-book of such district upon a yearly value of One thousand seven hundred pounds, and that such of the said lands or tenements as are situate in the municipal district of Hampden are rated in the rate-book of such district upon a yearly value of Five hundred and forty-six pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"THOMAS DOWLING."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, NICHOLAS FITZGERALD, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Castlemaine, in the county of Talbot, and St. Kilda, county of Bourke.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Castlemaine are rated in the rate-book of such district upon a yearly value of Seventy-five pounds, and that such of the said lands or tenements as are situate in the municipal district of St. Kilda are rated in the rate-book of such district upon a yearly value of Three hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"N. FITZGERALD."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, GEORGE GODFREY, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of St. Kilda, and are known as all that piece of land being part of Crown portion 68A, parish of Prahran, at St. Kilda, county of Bourke, and situate in High-street, St. Kilda.

"And I further declare that the said lands or tenements are situate in the municipal district of St. Kilda, and are rated in the rate-book of such district upon a yearly value of Two hundred pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“GEO. GODFREY.”

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, FREDERICK SHEPPARD GRIMWADE, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Four hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment ; and further, that such lands or tenements are situated in the municipal district of Caulfield, and are known as ‘ Harleston,’ situate at the corner of Balaclava and Orrong roads.

“ And I further declare that such of the said lands or tenements as are situate in the municipal district of Caulfield are rated in the rate-book of such district upon a yearly value of Four hundred pounds, and that such of the said lands or tenements as are situate in the municipal district of Caulfield are rated in the rate-book of such district upon a yearly value of Four hundred pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“F. S. GRIMWADE.”

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, CORNELIUS JOB HAM, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and fifteen pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment ; and further, that such lands or tenements are situated in the municipal district of Melbourne, and are known as No. 114 and No. 124 Grey-street, East Melbourne, and being No. 71 and No. 70 in the rate-book of the city of Melbourne for Albert ward.

“ And I further declare that such of the said lands or tenements as are situate in the municipal district of Melbourne are rated in the rate-book of such district upon a yearly value of One hundred and fifteen pounds, and that such of the said lands or tenements as are situate in the municipal district of Melbourne are rated in the rate-book of such district upon a yearly value of One hundred and fifteen pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“C. J. HAM.”

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, DAVID HAM, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred and fifty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment ; and further, that such lands or tenements are situated in the municipal district of Ballarat East, and are known as the Exhibition Mart and dwelling-houses situated in Victoria and Main streets.

“ And I further declare that such of the said lands or tenements as are situate in the municipal district of Ballarat East are rated in the rate-book of such district upon a yearly value of Three hundred and eighty pounds, and that such of the said lands or tenements as are situate in the municipal district of Ballarat East are rated in the rate-book of such district upon a yearly value of Three hundred and eighty pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“DAVID HAM.”

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, NATHANIEL LEVI, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and fifty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment ; and further, that such lands or tenements are situated in the municipal districts of city of Melbourne, city of St. Kilda, shire of Cranbourne, and shire of Moorabbin, and are known as Printing establishment situated in Hosier-lane, off Flinders-street east, city of Melbourne; allotment 1 of section 9 x twenty-eight perches and nine-tenths, allotment 2 of section 9 x nineteen perches and eight-tenths, allotment 3 of section 9 x nineteen perches and six-tenths, city of St. Kilda, parish of South Melbourne, county of Bourke ; allotment 10, village of Lang Lang, two roods ; allotment 11, village of Lang Lang, two roods twenty-six perches, parish of Lang Lang, Yallock riding, shire of Cranbourne, county of Mornington ; allotment 5, part of Crown portion 28, parish of Moorabbin, South riding, shire of Moorabbin, county of Bourke.

“ And I further declare that such of the said lands or tenements as are situate in the municipal district of city of Melbourne are rated in the rate-book of such district upon a yearly value of Sixty-five pounds, and that such of the said lands or tenements as are situate in the municipal district of city of St. Kilda are rated in the rate-book of such district upon a yearly value of Thirty-two pounds, and that such of the said lands or tenements as are situate in the municipal district or shire of Cranbourne are rated in the rate-book of such district or shire upon a yearly value of Three pounds, and that such of the said lands or tenements as are situate in the municipal district or shire of Moorabbin are rated in the rate-book of such district or shire upon a yearly value of Two pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“NATHL. LEVI.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM McCULLOCH, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Avoca, Stawell, and Ararat, and are known as ‘Woodlands.’

“And I further declare that such of the said lands or tenements as are situate in the municipal districts of Avoca, Stawell, and Ararat are rated in the rate-book of such districts upon a yearly value of Five thousand five hundred and eighty-three pounds—

“Avoca	...	...	...	£550
“Stawell	...	...	...	4,319
“Ararat	...	...	...	714
				£5,583

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“W. McCULLOCH.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, DONALD MELVILLE, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and thirteen pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Brunswick, Pyalong, McIvor, and are known as—

“My residence, situated in Albion-street, W. Brunswick, with twenty-eight and one-half acres of land; two hundred and six acres of land within the shire of Pyalong; one hundred and forty acres of land within the shire of McIvor.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Brunswick are rated in the rate-book of such district upon a yearly value of Seventy pounds, and that such of the said lands or tenements as are situate in the municipal district of Pyalong are rated in the rate-book of such district upon a yearly value of Twenty-eight pounds, and that within the municipal district of McIvor at Fifteen pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“D. MELVILLE.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, EDWARD MILLER, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and forty-five pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such land or tenements are situated in the municipal district of Kew, and are known as part of ‘Findon’ Estate, being land measuring four acres, situate corner of Barker’s-road and Findon-street.

“And I further declare that such said land situate in the municipal district of Kew is rated in the rate-book of such district upon a yearly value of One hundred and forty-five pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said land, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“EDWARD MILLER.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, EDWARD MOREY, of Ballarat, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and forty-three pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of the city of Ballarat, and are known as assessment 89, Lydiard-street, Eighty pounds; assessment 1493, Armstrong-street, Sixty-three pounds; and are allotments six and nineteen, section nine, city and parish of Ballarat, county of Grenville.

“And I further declare that the said lands or tenements are situate in the municipal district of the city of Ballarat, and are rated in the rate-book of such district upon a yearly value of One hundred and forty-three pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“E. MOREY.”

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM PEARSON, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of the shire of Wodonga, and are known as 'Bonegilla,' containing five thousand five hundred and eighteen acres or thereabouts.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of the shire of Wodonga are rated in the rate-book of such district upon a yearly value of Seven hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"WM. PEARSON."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, PHAREZ PHILLIPS, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and thirty-four pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Borung, and are known as land and tenements situate within the township of Warracknabeal.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Borung are rated in the rate-book of such district upon a yearly value of One hundred and thirty-four pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"PHAREZ PHILLIPS."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH MAJOR PRATT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Melbourne, and are known as all that piece of land containing thirty-six perches and three-tenths of a perch or thereabouts, being part of Crown allotment four, section fourteen, city of Melbourne, parish of North Melbourne, at East Melbourne, county of Bourke.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Melbourne are rated in the rate-book of such district upon a yearly value of Two hundred pounds sterling.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"J. M. PRATT."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, FREDERICK THOMAS SARGOOD, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One thousand one hundred and thirty-five pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Caulfield, and are known as 'Rippon Lea'—

"Forty-six acres of land, with dwelling-house thereon.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Caulfield are rated in the rate-book of such district upon a yearly value of One thousand one hundred and thirty-five pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"F. T. SARGOOD."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, GEORGE SIMMIE, of Cornelia Creek, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Echuca Shire, and are known as 'Cornelia Creek.'

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Echuca Shire are rated in the rate-book of such district upon a yearly value of One thousand pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"G. SIMMIE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, ARTHUR SNOWDEN, of 433 Little Collins-street, in the city of Melbourne, barrister and solicitor, and of Saint Hellier's-street, Abbotsford, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and sixteen pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Collingwood, and are known as the villa residence called 'St. Helliers,' situate in St. Hellier's-street, Abbotsford, in the said municipal district, and grounds attached thereto, forming my residence, such lands having a frontage of two hundred and forty feet to St. Hellier's-street by a depth of about three hundred feet.

"And I further declare that the said lands or tenements are situate in the municipal district of Collingwood, are rated in the rate-book of such district upon a yearly value of One hundred and sixteen pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"ARTHUR SNOWDEN."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, NATHAN THORNLEY, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One thousand four hundred and three pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Minhamite, and are known as 'Kangatong,' about 8,000 acres.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Minhamite are rated in the rate-book of such district upon a yearly value of One thousand four hundred and three pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"N. THORNLEY."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOHN ALSTON WALLACE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred and thirty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Towong and Port Melbourne, and are known as—

"No. 1. Lands and tenements situate near Bethanga, electoral district of Benambra, shire of Towong, area six hundred and thirty-nine acres.

"No. 2. Lands and tenements—the Bay View Hotel, situate Beach-street, Port Melbourne.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Towong are rated in the rate-book of such district upon a yearly value of One hundred pounds, and that such of the said lands or tenements as are situate in the municipal district of Port Melbourne are rated in the rate-book of such district upon a yearly value of One hundred and thirty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JOHN A. WALLACE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SAMUEL WILLIAMSON, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Prahran, and are known as No. 252 Williams-road, Toorak.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of One hundred and forty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"SAML. WILLIAMSON."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM IRVING WINTER-IRVING, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Six thousand pounds and upwards above all charges and incumbrances affecting

the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts as hereunder named, and are known as—

“Noorilim, in the shire of Goulburn and Waranga.  
 “Carpendeit, „ Heytesbury.  
 “Tirrengower, „ Colac.  
 “Allotments, „ Tambo.  
 “Stanhope, „ Waranga and Deakin.  
 “Allotments, in the city of Prahran.  
 “Allotments, „ Hawthorn.  
 “Allotments, in the shire of Boroondara.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Waranga are rated in the rate-book of such district upon a yearly value of Two thousand nine hundred and forty-six pounds; and that such of the said lands or tenements as are situate in the municipal district of Carpendeit are rated in the rate-book of such district upon a yearly value of Five hundred and twenty-seven pounds; and that such of the said lands or tenements as are situate in the municipal district of Colac are rated in the rate-book of such district upon a yearly value of Three hundred and ninety-eight pounds; and that such of the said lands or tenements as are situate in the municipal district of Tambo are rated in the rate-book of such district upon a yearly value of Six pounds; and that such of the said lands or tenements as are situate in the municipal district of Deakin are rated in the rate-book of such district upon a yearly value of Nine hundred pounds; and that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Six hundred pounds; and that such of the said lands or tenements as are situate in the municipal district of Hawthorn are rated in the rate-book of such district upon a yearly value of Three hundred and ninety pounds; and that such of the said lands or tenements as are situate in the municipal district of Boroondara are rated in the rate-book of such district upon a yearly value of One hundred and twenty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“WM. I. WINTER-IRVING.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, HENRY JOHN WRIXON, do declare and testify that I am legally seised of an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred and thirty-eight pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Kew, and are known as land and house, corner of Barker’s-road and Wrixon-street.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Kew are rated in the rate-book of such district upon a yearly value of Two hundred and thirty-eight pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“H. J. WRIXON.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, AGAR WYNNE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Mortlake and Hampden, and are known as ‘Terinallum.’

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Mortlake are rated in the rate-book of such district upon a yearly value of Three thousand one hundred and forty-seven pounds, and that such of the said lands or tenements as are situate in the municipal district of Hampden are rated in the rate-book of such district upon a yearly value of Three thousand two hundred and twenty-seven pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“AGAR WYNNE.”

5. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That he have leave to bring in a Bill to amend the Administration and Probate Acts.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to amend the Administration and Probate Acts,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 12th July next.

6. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Charitable Institutions.—Report of Inspector for the year ended 30th June, 1897.

Report of the Council of Judges under section 33 of the Supreme Court Act 1890.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk—

Audit Act 1890—

Additional General Regulation respecting Public Accounts (31A).

Alteration of General Regulations respecting Public Accounts (Clauses 35A and 55).

Australasian Federal Constitution Poll.—Copy of Certificate of Result of Polling.

Bank Liabilities and Assets.—Summary of Sworn Returns for the quarter ended 30th September, 1897.

Defences and Discipline Act 1890—

Victorian Military Forces—

Alteration of Dress Regulations.

Alteration of Regulations (Part I.).

Victorian Naval Forces—

Alteration of Regulations (Parts II., V., and IX.).

Victorian Naval and Military Forces—

Alteration of Financial and Store Regulations (Part I.).

Alteration of Financial and Store Regulations (Parts II. and IV.).

Alteration of Financial and Store Regulations (Parts III. and IV.).

Alteration of Financial and Store Regulations (Part IV.).

Alteration of Financial and Store Regulations (Part VII.).

Report of the Country Fire Brigades Board for the year ended 31st December, 1897, together with Statement of Receipts and Expenditure, and Assets and Liabilities for that period.

Nineteenth Annual Report on Friendly Societies.—Report of the Actuary for Friendly Societies for the year 1896, to which are appended the Third Quinquennial Valuation, Contributions and Benefits, Statistics of Friendly Societies, &c.

Rules under Insolvency Act 1897.

Insolvency Act 1890.—General Rules made pursuant to sections 12, 153, and 154 of the *Insolvency Act 1890*.

Post Office Acts 1890 and 1897.—Transmission of Telegrams by Telephone.

Public Service Acts.—Regulations.

Twelfth Annual Report on Trade Unions.—Report of the Actuary for Friendly Societies for the year 1897, with an Appendix.

7. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to amend the *Registration of Births Deaths and Marriages Act 1890*.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to amend the ‘Registration of Births Deaths and Marriages Act 1890,’*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 12th July next.

8. EVIDENCE BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 12th July next.

9. EXPORTED PRODUCTS BILL.—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for Export and to regulate the Exportation thereof.

Question—put and resolved in the affirmative.

Ordered—That the Honorable W. McCulloch do prepare and bring in the Bill.

The Honorable W. McCulloch then brought up a Bill intituled “*A Bill to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for Export and to regulate the Exportation thereof,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 12th July next.

10. DRAINAGE BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to provide for the Drainage of Land.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to provide for the Drainage of Land,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 12th July next.

11. **SPEECH OF HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.**—The President reported the Speech of His Excellency the Administrator of the Government.

The Honorable D. Melville moved, That a Committee be appointed to prepare an Address to His Excellency the Administrator of the Government in reply to His Excellency's Opening Speech.

Question—put and resolved in the affirmative.

The Honorable D. Melville moved, That the Committee consist of the Honorables D. Melville, S. Austin, T. Comrie, J. H. Connor, D. Ham, E. Miller, and J. Sternberg.

Question—put and resolved in the affirmative.

The Committee retired to prepare the Address.

The Honorable D. Melville presented the Address which had been agreed to by the Committee, and the same was read by the Clerk, and is as follows :—

*To His Excellency the Honorable Sir JOHN MADDEN, Knight, the Chief Justice of the Supreme Court of the Colony of Victoria, and Administrator of the Government of the said Colony, &c., &c., &c.*

**MAY IT PLEASE YOUR EXCELLENCY—**

We, the Legislative Council of Victoria, in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the gracious Speech which you have been pleased to address to Parliament.

The Honorable D. Melville moved, That the Council agree with the Committee in the said Address.

Debate ensued.

The Honorable N. FitzGerald moved, That the debate be now adjourned.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until Tuesday, 12th July next.

12. **ADJOURNMENT.**—The Honorable Sir H. Cuthbert moved, That the Council, at its rising, adjourn until Tuesday, 12th July next, at half-past four o'clock.

Question—put and resolved in the affirmative.

And then the Council, at twelve minutes past eight o'clock, adjourned until Tuesday, 12th July next.

**GEORGE H. JENKINS,**  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 1.

TUESDAY, 12<sup>TH</sup> JULY, 1898.

NOTICES OF MOTION :—

1. The Hon. Sir H. CUTHBERT : To move, That Tuesday, Wednesday, and Thursday in each week be the days on which the Council shall meet for despatch of business during the present Session, and that Half-past Four o'clock be the hour of meeting on each day ; that on Tuesday and Thursday in each week the transaction of Government business shall take precedence of all other business ; and that on Wednesday in each week Private Members' business shall take precedence of Government business.
2. The Hon. Sir H. CUTHBERT : To move, That the Honorables the President, S. Austin, J. Balfour, J. Bell, S. W. Cooke, N. FitzGerald, Lieut.-Col. Sir F. T. Sargood, J. Service, Sir A. Snowden, and N. Thornley be Members of the Select Committee on the Standing Orders of the House ; three to be the quorum.
3. The Hon. Sir H. CUTHBERT : To move, That the Honorables the President, J. H. Abbott, S. Fraser, W. Pitt, and W. I. Winter-Irving be Members of the Joint Committee to manage and superintend the Parliament Buildings.
4. The Hon. Sir H. CUTHBERT : To move, That the Honorables the President, C. J. Ham, D. Melville, Sir H. J. Wrixon, and the Mover be Members of the Joint Committee to manage the Library.
5. The Hon. Sir H. CUTHBERT : To move, That the Honorables T. Dowling, Dr. W. H. Embling, E. Morey, J. M. Pratt, and J. A. Wallace be Members of the Joint Committee to manage the Refreshment Rooms.
6. The Hon. Sir H. CUTHBERT : To move, That the Honorables the President, J. Buchanan, Sir R. T. H. Clarke, Bart., J. H. Connor, G. Godfrey, D. Ham, P. Phillips, C. Sargeant, J. Sternberg, and T. D. Wanliss be Members of the Printing Committee ; three to be the quorum.
7. The Hon. D. HAM : To move, That leave of absence be granted to the Honorable W. H. S. Osmand for the remainder of the Session on account of ill health.

ORDERS OF THE DAY :—

1. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT—  
Consideration of Report of Committee—*Resumption of debate.*
2. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—Second reading.
3. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—Second reading.
4. EVIDENCE BILL—Second reading.
5. EXPORTED PRODUCTS BILL—Second reading.
6. DRAINAGE BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

PARLIAMENTARY PAPERS ISSUED 28<sup>TH</sup> JUNE, 1898.

Notices of Motion and Orders of the Day. No. 1.

Notices of Motion and Orders of the Day. No. 1.  
Assistant Government Statist's Bill—[28].

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.

(160 copies.)



## VICTORIA.

No. 2.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

TUESDAY, 12TH JULY, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. DECLARATIONS OF MEMBERS.—The Honorables E. J. Croke, Dr. W. H. Embling, W. Pitt, C. Sargeant, J. Service, J. Sternberg, and T. D. Wanliss severally delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth :—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, EDWARD JOLLEY CROOKE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred and sixty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Rosedale, and are known as portion of ‘The Holy Plain Estate.’

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Rosedale are rated in the rate-book of such district upon a yearly value of Three hundred and sixty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“E. J. CROOKE.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM HENRY EMBLING, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of St. Kilda, and are known as ‘Elmwood,’ Chapel-street, St. Kilda.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of St. Kilda are rated in the rate-book of such district upon a yearly value of Two hundred pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“W. H. EMBLING.”

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM PITT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Collingwood, and are known as land, Trenergy-crescent, Collingwood.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Collingwood are rated in the rate-book of such district upon a yearly value of One hundred and fifty pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

" WILLIAM PITT."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, CHARLES SARGEANT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and nine pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Warragul and Grenville, and are known as to the said municipal district of Warragul, as part of allotment one hundred and two, parish of Drouin East, county of Buln Buln, containing seventy-five acres thirty-one perches, and allotment twenty-one, township of Warragul, parish of Drouin East, county of Buln Buln, containing five acres two roods eleven perches, and as to the said municipal district of Grenville, Crown allotment six, section one, township of Rokewood, parish of Corindhap, county of Grenville.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Warragul are rated in the rate-book of such district upon a yearly value of Ninety-four pounds; and that such of the said lands or tenements as are situate in the municipal district of Grenville are rated in the rate-book of such district upon a yearly value of Fifteen pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

" CHARLES SARGEANT."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JAMES SERVICE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Caulfield, and are known as 'Kilwinning,' being the house and lands occupied as a residence for myself in Balaclava-road, corner of Hotham-street.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Caulfield are rated in the rate-book of such district upon a yearly value of Five hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

" JAMES SERVICE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH STERNBERG, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of over One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of the shires of Deakin and Echuca, and are known as—firstly, Crown allotments 91, 92, 93, and 133, parish of Kyabram, county of Rodney, in the municipal district of the shire of Deakin; secondly, Crown allotments 39A, 39B, 40A, 40B, and 41B, parish of Carag Carag, county of Rodney, in the municipal district of the shire of Deakin; thirdly, Crown allotments 4 and 5, section 1A, township and parish of Rochester, county of Bendigo, in the municipal district of the shire of Echuca, particularly described in the certificate of title entered in the Register Book, vol. 1190, fol. 237802; fourthly, part of Crown allotment 3, section 3A, township of Rochester, parish of Rochester West, county of Bendigo, particularly described in the certificate of title entered in the Register Book, vol. 1828, fol. 365402, and which land is situated in the municipal district of the shire of Echuca; fifthly, allotment 64, parish of Rochester West, county of Bendigo, in the municipal district of the shire of Echuca.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of the shire of Deakin, and are firstly above described, are rated in the rate-book of such district upon a yearly value of Fifty-five pounds; and that such of the said lands or tenements as are situate in the municipal district of the shire of Deakin, and are secondly above described, are rated in the rate-book of such district upon the yearly value of Thirty-six pounds; and that such of the said lands or tenements as are situate in the municipal district of the shire of Echuca, and are thirdly above described, are rated in the rate-book of such district upon a yearly value of Thirty-five pounds; and that such of the said lands or tenements as are situate in the municipal district of the shire of Echuca, and are fourthly above described, are rated in the rate-book of such

district upon the yearly value of Twenty pounds ; and that such of the said lands or tenements as are situate in the municipal district of the shire of Echuca, and are fifthly above described, are rated in the rate-book of such district upon a yearly value of Ten pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“JOSEPH STERNBERG.”

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS DRUMMOND WANLISS, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Ballarat, and are known as Crown allotment four of section nineteen, city and parish of Ballarat, county of Grenville, particularly described in the certificate of title entered in the Register Book vol. 1048, fol. 209600.

“ And I further declare that such of the said lands or tenements are situate in the municipal district of Ballarat are rated in the rate-book of such district upon a yearly value of One hundred and ninety-nine pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“ T. D. WANLISS.”

5. **DAYS OF BUSINESS.**—The Honorable Sir H. Cuthbert moved, That Tuesday, Wednesday, and Thursday in each week be the days on which the Council shall meet for despatch of business during the present Session, and that Half-past Four o'clock be the hour of meeting on each day; that on Tuesday and Thursday in each week the transaction of Government business shall take precedence of all other business; and that on Wednesday in each week Private Members' business shall take precedence of Government business.

Question—put and resolved in the affirmative.

6. **STANDING ORDERS COMMITTEE.**—The Honorable Sir H. Cuthbert moved, That the Honorables the President, S. Austin, J. Balfour, J. Bell, S. W. Cooke, N. FitzGerald, Lieut.-Col. Sir F. T. Sargood, J. Service, Sir A. Snowden, and N. Thornley be Members of the Select Committee on the Standing Orders of the House; three to be the quorum.

Question—put and resolved in the affirmative.

7. **PARLIAMENT BUILDINGS COMMITTEE.**—The Honorable Sir H. Cuthbert moved, That the Honorables the President, J. H. Abbott, S. Fraser, W. Pitt, and W. I. Winter-Irving be Members of the Joint Committee to manage and superintend the Parliament Buildings.

Debate ensued.

Question—put and resolved in the affirmative.

8. **LIBRARY COMMITTEE.**—The Honorable Sir H. Cuthbert moved, That the Honorables the President, C. J. Ham, D. Melville, Sir H. J. Wrixon, and the Mover be Members of the Joint Committee to manage the Library.

Question—put and resolved in the affirmative.

9. **REFRESHMENT ROOMS COMMITTEE.**—The Honorable Sir H. Cuthbert moved, That the Honorables T. Dowling, Dr. W. H. Embling, E. Morey, J. M. Pratt, and J. A. Wallace be Members of the Joint Committee to manage the Refreshment Rooms.

Question—put and resolved in the affirmative.

10. **PRINTING COMMITTEE.**—The Honorable Sir H. Cuthbert moved, That the Honorables the President, J. Buchanan, Sir R. T. H. Clarke, Bart., J. H. Connor, G. Godfrey, D. Ham, P. Phillips, C. Sargeant, J. Sternberg, and T. D. Wanliss be Members of the Printing Committee; three to be the quorum.

Question—put and resolved in the affirmative.

11. **LEAVE OF ABSENCE.**—The Honorable D. Ham moved, That leave of absence be granted to the Honorable W. H. S. Osmand for the remainder of the Session on account of ill-health.

Question—put and resolved in the affirmative.

12. **PAPERS.**—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Australasian Statistics for the year 1896.

Annual Report on British New Guinea from 1st July, 1896, to 30th June, 1897; with Appendices.

Old-age Pensions.—Report of the Royal Commission on Old-age Pensions.

Statistical Register of the Colony of Victoria for the year 1896—

Appendix to Part IV.—Population.—Municipal Finances.

Part VIII.—Production.

Part IX.—Social Condition.

Statistical Register of the Colony of Victoria for the year 1897—

Part I.—Blue Book.

Part II.—Interchange.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

- Australasian Federation Enabling Act 1896.—Regulations.  
 Bank Liabilities and Assets.—Summary of Sworn Returns for the quarter ended 31st December, 1897.  
 Education Act 1890.—Alteration of Regulations.—No. XI.  
 Education Act 1890 and Teachers Act 1893.—Alteration of Regulations.—No. VI.  
 Report respecting Applications and Proceedings under the Electric Light and Power Act 1896, for the year 1897.  
 Report of the Chief Inspector of Factories, Work-rooms, and Shops for the year ended 31st December, 1897.  
 Metropolitan Fire Brigades Board.—Report for year ending 31st December, 1897.  
 Land Act 1890.—Section 85.—Schedule of Swamp Leases containing Special Conditions.  
 Land Act 1890, Part I.—  
   Additional Regulations.—Schedules 70 and 71.  
   Alteration of Regulations.—Chapters VIII., XI., and XIII.  
   Alteration of Regulations.—Chapters XI. and XIII.  
   Alteration of Regulations.—Schedule 52D.  
   Alteration of Regulations.—Schedule 69.  
 Melbourne and Metropolitan Board of Works.—Balance-sheet and Statements of Accounts and Contracts of the Board for the year ending 30th June, 1897.  
 Post Office Acts 1890 and 1897.—Fees to be charged for Certified Copies of Telegrams.  
 Post Office Savings Bank.—Statement of Accounts of the Post Office Savings Bank in Victoria for 1897.  
 Report of the Trustees of the Public Library, Museums, and National Gallery of Victoria for 1897 ; with a Statement of Income and Expenditure for the financial year 1896-7.  
 The Parliamentary Standing Committee on Railways.—Sixth General Report.  
 Settlement on Lands Act 1893—  
   Alteration of Regulations.—No. 6.  
   Alteration of Regulations.—No. 6.  
 Water Act 1890—  
   Bacchus Marsh Irrigation and Water Supply Trust—  
     Graduated Rate.—Regulation No. 5 (Draft Form).  
     Graduated Rate.—Regulation No. 5.  
   Bairnsdale Irrigation and Water Supply Trust.—Regulation No. 11.  
   Benjeroop and Murrabit Irrigation and Water Supply Trust—  
     Increasing Trust District.  
     Regulation for fixing Charges for Water for 1897 ; Rating Regulation ; and Regulation No. 2.  
   Campaspe Irrigation and Water Supply Trust.—Rating Regulation.  
   The Carrum Irrigation and Water Supply Trust.—Rating Regulation.  
   Cohuna Irrigation and Water Supply Trust—  
     Regulation No. 15.  
     Regulation No. 16.  
   East Boort Irrigation and Water Supply Trust.—Rating Regulation.  
   Kerang East Irrigation and Water Supply Trust.—Rating Regulation.  
   Koondrook and Myall Irrigation and Water Supply Trust.—Rating Regulation.  
   North Boort Irrigation and Water Supply Trust—  
     Rating Regulation, 1896.  
     Rating Regulation, 1897.  
   Rodney Irrigation and Water Supply Trust—  
     Regulation No. 16 (Draft Form).  
     Loan.  
   Swan Hill Irrigation and Water Supply Trust—  
     Regulation providing for the Sale and Distribution of Water for Irrigation Purposes.  
     Rating Regulation.  
   Tragowel Plains Irrigation and Water Supply Trust—  
     Graduated Rate.—Regulation No. 14 (Draft Form).  
     Graduated Rate.—Regulation No. 14.  
   The Shire of Wimmera and the Western Wimmera Irrigation and Water Supply Trust.—  
     Application of Municipal Funds.  
   Western Wimmera Irrigation and Water Supply Trust.—Supply of Water to Irrigation Colonies outside the Trust District.  
   The Western Wimmera Irrigation and Water Supply Trust.—Regulation No. 23.  
   Yatchaw Irrigation and Water Supply Trust—  
     Rating Regulation.  
     Additional Loan.
- Wattles Act 1890—  
   Issue of a Lease under section 5.  
   Issue of a Lease under section 10.

13. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.  
 —The Order of the Day for the resumption of the debate on the question, That the Council agree with the Committee in the Address in reply to the Speech of His Excellency the Administrator of the Government, having been read—  
 Debate resumed.  
 Question—put and resolved in the affirmative.  
 The Honorable D. Melville moved, That the Address be presented to His Excellency the Administrator of the Government by the President and such Members of the Council as may wish to accompany him.  
 Question—put and resolved in the affirmative.

14. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act relating to the Office of Assistant Government Statist,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 12th July, 1898.

F. C. MASON,  
Speaker.

15. ASSISTANT GOVERNMENT STATIST'S BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act relating to the Office of Assistant Government Statist,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

16. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Borough of Flemington and Kensington to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 12th July, 1898.

F. C. MASON,  
Speaker.

17. FLEMINGTON AND KENSINGTON LOAN BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Borough of Flemington and Kensington to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

18. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 12th July, 1898.

F. C. MASON,  
Speaker.

19. BRIGHTON LOAN BILL.—The Honorable S. Williamson moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

20. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend Section 118 of the 'Insolvency Act 1897,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 12th July, 1898.

F. C. MASON,  
Speaker.

21. INSOLVENCY ACT 1897 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend Section 118 of the 'Insolvency Act 1897,'*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

22. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to enable Municipalities to sell Deposit Receipts Stocks and Shares,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 12th July, 1898.

F. C. MASON,  
Speaker.

23. MUNICIPALITIES' DEPOSITS AND SHARES SALE BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to enable Municipalities to sell Deposit Receipts Stocks and Shares,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

24. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, on Tuesday, 26th July instant, again resolve itself into the said Committee.
25. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
 The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
 Question—put and resolved in the affirmative.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to amend the ‘Registration of Births Deaths and Marriages Act 1890.’ ”*  
 Question—put and resolved in the affirmative.  
 Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
26. EVIDENCE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes.”*  
 Question—put and resolved in the affirmative.  
 Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
27. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 26th July instant :—  
*Exported Products Bill—Second reading.*  
*Drainage Bill—Second reading.*
28. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.  
 Question—put and resolved in the affirmative.
- And then the Council, at ten minutes past nine o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
 Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 2.

TUESDAY, 19TH JULY, 1898.

*Questions.*

1. The Hon. Dr. W. H. EMBLING : To call the attention of the Honorable the Solicitor-General to the fact that many municipalities are desirous of being relieved of the necessity of appointing local auditors ; and to ask whether the Government will bring in a short Bill to make the appointment of local auditors optional.
2. The Hon. G. GODFREY : To call the attention of the Honorable the Solicitor-General to the existing anomalies in the administration of the Income Tax Act ; and to ask whether the Government will bring in a short Bill to rectify such anomalies.
3. The Hon. N. LEVI : To ask the Honorable the Solicitor-General whether any action has been taken by the Government with reference to the closing of the Victorian Court of our exhibits at the Imperial Institute, London, it having appeared in the public journals that the cost of supervision was going to be withdrawn.

*Government Business.*

ORDERS OF THE DAY :—

1. ASSISTANT GOVERNMENT STATIST'S BILL—Second reading.
2. INSOLVENCY ACT 1897 AMENDMENT BILL—Second reading.
3. BRIGHTON LOAN BILL—Second reading.
4. FLEMINGTON AND KENSINGTON LOAN BILL—Second reading.
5. MUNICIPALITIES' DEPOSITS AND SHARES SALE BILL—Second reading.

*General Business.*

NOTICES OF MOTION :—

1. The Hon. D. MELVILLE : To move, That leave of absence be granted to the Honorable T. Brunton for the remainder of the Session on account of ill-health.
2. The Hon. J. STERNBERG : To move, That there be laid before this House a Return showing—
  1. A detailed statement of the Postal Department's original cost and present valuation of the telephone instruments, wires, and all necessary appliances used in connexion with the Bendigo telephone service.
  2. The total cost of working the above service.
  3. The total income derived therefrom.

TUESDAY, 26TH JULY.

*Government Business.*

ORDERS OF THE DAY :—

1. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
2. EXPORTED PRODUCTS BILL—Second reading.
3. DRAINAGE BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Tuesday, 19th July.*

REFRESHMENT ROOMS (JOINT)—at half-past three o'clock.

(160 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 7<sup>TH</sup> JULY, 1898.

Notices of Motion and Orders of the Day. No. 2.

Insolvency Bill—[20]. (To Members of Council only.)

Assistant Government Statist's Bill—[28]. (To Members of Council only.)

Municipalities' Deposits Receipts Sale Bill—[38]. (To Members of Council only.)

Flemington and Kensington Loan Bill—[40]. (To Members of Council only.)

Brighton Loan Bill—[41]. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 3, 4, and 5.

Notices of Motion and Orders of the Day. No. 6.

The Constitution Act Amendment Bill—[16].

Fern Tree Gully and Gembrook Railway Construction Bill—[44].

Law of Libel Amendment Bill—[51].

Vermin Destruction Bill—[53].

Copy of New South Wales Immigration Act 1898.

Statement showing Number of Electors on the Electoral Rolls, &c.

Memorandum as to Systems of Electoral Registration in New South Wales, South Australia, Queensland,  
and New Zealand.

Statement showing General Lists and Lists of Ratepaying Electors, 1897-8, under Purification of Rolls  
Act 1891.

Twelfth Annual Report on Trades Unions. No. 20.

## VICTORIA.

No. 3.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

TUESDAY, 19<sup>TH</sup> JULY, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. DECLARATION OF MEMBER.—The Honorable S. Fraser delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth :—

“ In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SIMON FRASER, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred and fifty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Prahran, and are known as ‘Norla,’ Irving-road, Toorak.

“ And I further declare that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Three hundred and fifty pounds, and that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Three hundred and fifty pounds.

“ And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“ SIMON FRASER.”

5. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Penal Establishments and Gaols.—Report of the Inspector-General for the year 1897.  
Public Service Board Report.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk:—

- Agricultural Education.—Accounts of the Trustees of Agricultural Colleges and the Council of Agricultural Education, from 1st July, 1897, to 31st December, 1897.
- Hospitals for the Insane.—Report of the Inspector of Lunatic Asylums for the year ended 31st December, 1897.
- Department for Neglected Children and Reformatory Schools.—Report of the Secretary and Inspector for the year 1897.
- Victorian Railways—  
 Report of the Victorian Railways Commissioner—  
 For the quarter ending 31st December, 1897.  
 For the quarter ending 31st March, 1898.
- Return of Special Goods Rates—  
 For quarter ending 31st December, 1897.  
 For quarter ending 31st March, 1898.
- Post Office Acts 1890 and 1897.—Registration of Code Addresses.
- Explosives Act 1890—  
 Order in Council No. 1.—Defining and Classifying Explosives.  
 Order in Council No. 2.—Manufacture of Explosives.  
 Order in Council No. 3.—Licences to carry Explosives.  
 Order in Council No. 4.—Licences for the Storage of Explosives in Private Magazines.  
 Order in Council No. 5.—Sale of Explosives.  
 Order in Council No. 6.—Prohibiting the Importation, Keeping, Conveyance, and Sale of Explosives, except under certain conditions or restrictions.  
 Addition to List of Explosives authorized for Importation into and Manufacture in Victoria.—Nitro-compounds.  
 Definition and Classification of Explosives amended.—Rendite.
- Explosives Act 1896.—Order in Council No. 7.—Licence Fees.
- Marine Act 1890.—Ports in Victoria.—Additional Regulation.
- Marine Board of Victoria.—Statement of Pilotage Receipts and Disbursements for the year ended 31st December, 1897, together with the Audit Commissioners' Certificate thereon.
- Fisheries Act 1890—  
 Netting in Natimuk Lake.  
 Lake Watchem.—Prohibition of Netting.  
 Netting in Hobson's Bay.  
 Netting in Yarram Creek, Swan Bay, and Swan Ponds.  
 Fishing in Westernport Bay.  
 Registration and Licensing of Persons and Boats engaged in Netting.  
 Protection of Crayfish.  
 "Paddocking" of Fish.  
 Baala Creek—Close Season in.
- Customs and Excise Duties Act 1890—  
 Duty on Caramel Cereal.  
 Cotton Blanketing, Rugs, and Rugging.
- Minor Articles—  
 Leather Book-case Banding.  
 Discs.  
 Pegwood.  
 Potters' Transfers.  
 Lock and Stove Screws, up to 4 inches.
- Customs and Excise Duties Acts 1890 and 1895.—Indurated Fibre and Pulp Ware.
- Customs and Excise Duties Act 1895—  
 Surgical Appliances or Instruments.—Operating Tables, &c.  
 Surgical Appliances or Instruments.—Holland's Improved Instep Arch Sock.  
 Surgical Appliances or Instruments.—Sterilizers.  
 Surgical Instruments and Appliances.—Bandage Roller Machine.

6. PRESENTATION OF ADDRESS TO HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—  
 The President reported that he had, that day, waited upon His Excellency the Administrator of the Government and had presented to him the Address of the Legislative Council agreed to on the 12th July instant, and that His Excellency had been pleased to make the following reply:—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

In the name and on behalf of Our Most Gracious Sovereign, I thank you for the renewed expression of loyalty contained in the Address which you have just presented to me, and I earnestly trust that your deliberations upon the measures to be brought under your consideration may be crowned with beneficial results to the colony.

JOHN MADDEN.

Government Offices,  
 Melbourne, 19th July, 1898.

7. ASSISTANT GOVERNMENT STATIST'S BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable J. Bell having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act relating to the Office of Assistant Government Statist.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

8. **INSOLVENCY ACT 1897 AMENDMENT BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time. Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable J. Bell having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to amend Section 118 of the ‘ Insolvency Act 1897.’ ”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

9. **BRIGHTON LOAN BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable S. Williamson moved, That this Bill be now read a second time. Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable S. Williamson moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable S. Williamson, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable J. Bell reported that the Committee had gone through the Bill and agreed to the same with an amendment.

The Honorable S. Williamson moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable S. Williamson the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable S. Williamson, the Bill was read a third time and passed.

The Honorable S. Williamson moved, That the following be the title of the Bill :—

*“ An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with an amendment, and requesting their concurrence therein.

10. **FLEMINGTON AND KENSINGTON LOAN BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable J. Bell having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize the Borough of Flemington and Kensington to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

11. MUNICIPALITIES' DEPOSITS AND SHARES SALE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable J. Bell having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to enable Municipalities to sell Deposit Receipts Stocks and Shares.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

12. LEAVE OF ABSENCE.—The Honorable D. Melville moved, That leave of absence be granted to the Honorable T. Brunton for the remainder of the Session on account of ill-health.

Question—put and resolved in the affirmative.

13. BENDIGO TELEPHONE SERVICE.—The Honorable J. Sternberg moved, That there be laid before this House a Return showing—

1. A detailed statement of the Postal Department's original cost and present valuation of the telephone instruments, wires, and all necessary appliances used in connexion with the Bendigo telephone service.
2. The total cost of working the above service.
3. The total income derived therefrom.

Question—put and resolved in the affirmative.

14. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at nine minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 3

TUESDAY, 26<sup>TH</sup> JULY, 1898.

*Question.*

1. The Hon. S. W. COOKE : To ask the Honorable the Minister of Defence—
  1. Whether he has given his sanction to the formation of a regiment of volunteers.
  2. Whether, and, if so, to what extent, the Minister has promised the assistance of the State, financial or otherwise, in the maintenance of such regiment.
  3. Does the Military Commandant approve of such formation.

*Government Business.*

ORDERS OF THE DAY :—

1. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
2. EXPORTED PRODUCTS BILL—Second reading.
3. DRAINAGE BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

### PARLIAMENTARY PAPERS ISSUED SINCE 13<sup>TH</sup> JULY, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 1 and 2.  
Notices of Motion and Orders of the Day. No. 3.

Votes and Proceedings of the Legislative Assembly. Nos. 6 and 7.  
Notices of Motion and Orders of the Day. No. 8.  
Evidence Bill—[5]. (To Members only.)  
Registration of Births Deaths and Marriages Bill—[11]. (To Members only.)  
Non-compulsory Vaccination Bill—[54].  
Immigration Restriction Bill—  
Amendment to be proposed by Mr. J. B. Tucker on the Third Reading. (To Members only.)  
Amendment to be proposed by Mr. Best on the Third Reading. (To Members only.)  
Report of the Council of Judges. No. 1.  
Australasian Statistics for the Year 1896. No. 3.  
Statistical Register of the Colony of Victoria for the Year 1896—  
Part VIII.—Production. No. 5.  
Appendix to Part IV.—Population. Municipal Finances. No. 7.  
Part IX.—Social Condition. No. 8.  
Statistical Register of the Colony of Victoria for the Year 1897—  
Part I.—Blue Book. No. 9.  
Part II.—Interchange. No. 10.  
Report of the Trustees of the Public Library, &c., for 1897. No. 14.  
Bank Liabilities and Assets.—Summary of Sworn Returns for Quarter ended 31st December, 1897.  
No. 17.  
Report of Chief Inspector of Factories, &c., for Year ended 31st December, 1897. No. 22.  
Rules under Insolvency Act 1897. No. 24.  
Report of Royal Commission on Old-age Pensions. No. 28.  
Report respecting Applications and Proceedings under Electric Light and Power Act 1896 for Year 1897.  
No. 29.  
Report from Parliamentary Standing Committee on Railways on Direct Railway Communication between Northern Suburbs and Melbourne, &c. Report No. 4.



## VICTORIA.

No. 4.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

TUESDAY, 26TH JULY, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. THE COMMITTEE OF ELECTIONS AND QUALIFICATIONS.—The President laid upon the Table the following Warrant, appointing the Committee of Elections and Qualifications :—

VICTORIA.

Pursuant to the provisions of *The Constitution Act Amendment Act 1890*, I do hereby appoint—

The Honorable James Balfour,  
 The Honorable Sir Henry Cuthbert,  
 The Honorable Nicholas FitzGerald,  
 The Honorable George Godfrey,  
 The Honorable Frederick Sheppard Grimwade,  
 The Honorable Sir Arthur Snowden, and  
 The Honorable Nathan Thornley

to be Members of a Committee to be called "The Committee of Elections and Qualifications."

Given under my hand this twenty-sixth day of July, One thousand eight hundred and ninety-eight.

W. A. ZEAL,  
 President of the Legislative Council.

5. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Post Office Acts 1890 and 1897.—Transmission of Telegrams by Telephone.  
 Report upon the affairs of the Post Office and Telegraph Department for the year 1897.

(500 copies.)

6. LIFE ASSURANCE COMPANIES AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to amend the provisions of the *Companies Act 1890* relating to Life Assurance.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to amend the provisions of the ‘Companies Act 1890’ relating to Life Assurance,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

7. MARRIAGE LAW FURTHER AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to further amend the law relating to Marriage.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to further amend the law relating to Marriage,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

8. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to authorize the construction by the State of a Line of Railway from Fern Tree Gully to Gembrook,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 26th July, 1898.

F. C. MASON,  
Speaker.

9. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to authorize the construction by the State of a Line of Railway from Fern Tree Gully to Gembrook,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

10. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to place certain Restrictions on Immigration,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 26th July, 1898.

F. C. MASON,  
Speaker.

11. IMMIGRATION RESTRICTION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to place certain Restrictions on Immigration,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

12. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

13. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Exported Products Bill—Second reading.*

*Drainage Bill—Second reading.*

14. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to apply out of the Consolidated Revenue the sum of One million three hundred and six thousand eight hundred and ninety-four pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 26th July, 1898.

F. C. MASON,  
Speaker.

15. CONSOLIDATED REVENUE BILL (No. 1).—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to apply out of the Consolidated Revenue the sum of One million three hundred and six thousand eight hundred and ninety-four pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and, by leave, to be read a second time this day.

The Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

“*An Act to apply out of the Consolidated Revenue the sum of One million three hundred and six thousand eight hundred and ninety-four pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*”

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

16. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment made in such Bill by the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 26th July, 1898.

17. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at twenty-three minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 4.

TUESDAY, 2ND AUGUST, 1898.

*Question.*

1. The Hon. S. W. COOKE : To call the attention of the Council to the action of the Minister of Defence in giving his sanction to the formation of a regiment of metropolitan volunteers.

*Government Business.*

ORDERS OF THE DAY :—

1. DRAINAGE BILL—Second reading.
2. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL—Second reading.
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading.
4. IMMIGRATION RESTRICTION BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
6. EXPORTED PRODUCTS BILL—Second reading.
7. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

### PARLIAMENTARY PAPERS ISSUED SINCE 21ST JULY, 1898.

Minutes of the Proceedings of the Legislative Council. No. 3.  
 Notices of Motion and Orders of the Day. No. 4.  
 Immigration Restriction Bill—[4]. (To Members of Council only.)  
 Marriage Bill—[14].  
 Drainage Areas Bill—[35].  
 Life Assurance Companies Bill—[36].  
 Fern Tree Gully and Gembrook Railway Construction Bill—[44]. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 8, 9, and 10.  
 Notices of Motion and Orders of the Day. No. 11.  
 Weekly Report of Divisions. No. 1.  
 Wages Attachment Bill—[24]. (To Members only.)  
 Absent Voters Bill—[55].  
 Public Service Board Report. No. 21.  
 Report of Secretary and Inspector of Department for Neglected Children, &c., for Year 1897. No. 27.  
 Statement of Pilotage Receipts and Disbursements, &c., for Year 1897. No. 30.  
 Report of Inspector of Lunatic Asylums for Year 1897. No. 31.  
 Report of Inspector-General of Penal Establishments and Gaols for Year 1897. No. 32.  
 Accounts of Trustees of Agricultural Colleges, &c., from 1st July, 1897, to 31st December, 1897. No. 34.



## VICTORIA.

No. 5.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 2ND AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President :—

JOHN MADDEN,

*Administrator of the Government.**Message No. 1.*

The Administrator of the Government informs the Legislative Council that he has, on this day, at Government House, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

“*An Act relating to the Office of Assistant Government Statist.*”

“*An Act to amend Section 118 of the ‘Insolvency Act 1897.’*”

“*An Act to authorize the Borough of Flemington and Kensington to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.*”

“*An Act to enable Municipalities to sell Deposit Receipts Stocks and Shares.*”

“*An Act to apply out of the Consolidated Revenue the sum of One million three hundred and six thousand eight hundred and ninety-four pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*”

Government House,  
Melbourne, 26th July, 1898.

5. PAPERS.—The following Papers, pursuant to the directions of an Act of Parliament, were laid upon the Table by the Clerk :—

Water Act 1890—

Rights and Powers of the Western Wimmera Irrigation and Water Supply Trust and the Wimmera United Waterworks Trust, in regard to the Division and Diversion of Water from the Wimmera River and Yarrambiack Creek.

Rodney Irrigation and Water Supply Trust.—Graduated Rate.—Regulation No. 16.

6. DRAINAGE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday, 16th August instant, again resolve itself into the said Committee.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to transfer a portion of 'The Licensing Act 1885 Fund' to the Consolidated Revenue and for other purposes,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 2nd August, 1898.

8. LICENSING ACT 1885 FUND TRANSFER BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to transfer a portion of 'The Licensing Act 1885 Fund' to the Consolidated Revenue and for other purposes,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Thursday next.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to regulate Attachment of Wages,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 2nd August, 1898.

10. WAGES ATTACHMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to regulate Attachment of Wages,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to apply out of the Consolidated Revenue the sum of One hundred and forty-six thousand nine hundred and three pounds to the service of the year One thousand eight hundred and ninety-seven and ninety-eight,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 2nd August, 1898.

12. CONSOLIDATED REVENUE BILL (No. 2).—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply out of the Consolidated Revenue the sum of One hundred and forty-six thousand nine hundred and three pounds to the service of the year One thousand eight hundred and ninety-seven and ninety-eight,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

13. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to enable Municipalities to extend the period during which they have to provide for the Payment of Loans,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 2nd August, 1898.

14. MUNICIPAL LOANS EXTENSION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to enable Municipalities to extend the period during which they have to provide for the Payment of Loans,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Thursday next.

15. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Fern Tree Gully and Gembrook Railway Construction Bill—Second reading.*

*Life Assurance Companies Amendment Bill—Second reading.*

*Immigration Restriction Bill—Second reading.*

*Marriage Law further Amendment Bill—Second reading.*

*Exported Products Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

And then the Council, at four minutes past six o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 5.

WEDNESDAY, 3RD AUGUST, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. CONSOLIDATED REVENUE BILL (No. 2)—Second reading.
2. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL—Second reading.
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading.
4. IMMIGRATION RESTRICTION BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
6. EXPORTED PRODUCTS BILL—Second reading.
7. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.

THURSDAY, 4TH AUGUST.

*Government Business.*

ORDERS OF THE DAY:—

1. LICENSING ACT 1885 FUND TRANSFER BILL—Second reading.
2. MUNICIPAL LOANS EXTENSION BILL—Second reading.

TUESDAY, 9TH AUGUST.

*Questions.*

1. The Hon. F. S. GRIMWADE: To call the attention of the Honorable the Solicitor-General to an article in the *Argus* of 1st August headed "A Detective's Ruse," and to ask him if he will make inquiries of his honorable colleague the Chief Secretary if the statements contained therein are correct, and, further, if these proceedings on the part of the detectives have the sanction of the Government.
2. The Hon. C. SARGEANT: To ask the Honorable the Solicitor-General if the Government intends to commence the construction of any railways in Gippsland during the present year.
3. The Hon. S. W. COOKE: To call the attention of the Council to the action of the Minister of Defence in giving his sanction to the formation of a regiment of metropolitan volunteers.
4. The Hon. C. SARGEANT: To ask the Honorable the Solicitor-General whether, in view of the known existence of large dyke formations containing low-grade ores in the Neerim and Tanjil districts, the Government will set aside a sum of money out of the grant for the development of mining for the purpose of testing the value of these formations, and proving their depth, by boring.

*Government Business.*

ORDER OF THE DAY:—

1. WAGES ATTACHMENT BILL—Second reading.

TUESDAY, 16TH AUGUST.

*Government Business.*

ORDER OF THE DAY:—

1. DRAINAGE BILL—To be further considered in Committee.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED SINCE 28TH JULY, 1898.

Minutes of the Proceedings of the Legislative Council. No. 4.  
 Notices of Motion and Orders of the Day. No. 5.  
 Licensing Act 1885 Fund Transfer Bill—[8]. (To Members of Council only.)  
 Municipalities' Loans Extension Bill—[12]. (To Members of Council only.)  
 Wages Attachment Bill—[24]. (To Members of Council only.)  
 Consolidated Revenue Bill—[60]. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 11, 12, and 13.  
 Notices of Motion and Orders of the Day. No. 14.  
 Weekly Report of Divisions. No. 2.  
 Land Bill—[2].  
 Electric Light and Power Bill—[62].  
 Auction Sales Bill.—Amendments to be proposed by Sir George Turner. (To Members only.)  
 Supplementary Estimates, 1897–8. B.—No. 4.  
 Estimates of the Revenue and Expenditure for the Year ending 30th June, 1899. B.—No. 5.

## VICTORIA.

No. 6.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 3RD AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. CONSOLIDATED REVENUE BILL (No. 2).—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—“*An Act to apply out of the Consolidated Revenue the sum of One hundred and forty-six thousand nine hundred and three pounds to the service of the year One thousand eight hundred and ninety-seven and ninety-eight.*”  
Question—put and resolved in the affirmative.  
Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.
5. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
The Honorable D. Melville moved, That the debate be now adjourned.  
Question—That the debate be now adjourned—put and resolved in the affirmative.  
Ordered—That the debate be adjourned until Tuesday next.
6. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next:—  
*Life Assurance Companies Amendment Bill—Second reading.*  
*Immigration Restriction Bill—Second reading.*  
*Marriage Law further Amendment Bill—Second reading.*  
*Exported Products Bill—Second reading.*  
*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*
7. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.  
Question—put and resolved in the affirmative.

And then the Council, at seven minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 6.

TUESDAY, 9TH AUGUST, 1898.

*Questions.*

1. The Hon. F. S. GRIMWADE : To call the attention of the Honorable the Solicitor-General to an article in the *Argus* of 1st August headed "A Detective's Ruse," and to ask him if he will make inquiries of his honorable colleague the Chief Secretary if the statements contained therein are correct, and, further, if these proceedings on the part of the detectives have the sanction of the Government.
2. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General if the Government intends to commence the construction of any railways in Gippsland during the present year.
3. The Hon. S. W. COOKE : To call the attention of the Council to the action of the Minister of Defence in giving his sanction to the formation of a regiment of metropolitan volunteers.
4. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General whether, in view of the known existence of large dyke formations containing low-grade ores in the Neerim and Tanjil districts, the Government will set aside a sum of money out of the grant for the development of mining for the purpose of testing the value of these formations, and proving their depth, by boring.

*Government Business.*

ORDERS OF THE DAY :—

1. WAGES ATTACHMENT BILL—Second reading.
2. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL—Second reading—*Resumption of debate.*
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading.
4. IMMIGRATION RESTRICTION BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
6. EXPORTED PRODUCTS BILL—Second reading.
7. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
8. LICENSING ACT 1885 FUND TRANSFER BILL—Second reading.
9. MUNICIPAL LOANS EXTENSION BILL—Second reading.

TUESDAY, 16TH AUGUST.

*Government Business.*

ORDER OF THE DAY :—

1. DRAINAGE BILL—To be further considered in Committee.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED 3RD AUGUST, 1898.

Minutes of the Proceedings of the Legislative Council. No. 5.  
Notices of Motion and Orders of the Day. No. 6.

Notices of Motion and Orders of the Day. No. 15.



## VICTORIA.

No. 7.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

TUESDAY, 9TH AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ADJOURNMENT.—The Honorable S. W. Cooke having stated his desire to move, That the House do now adjourn, six Members rose in their places and required the motion to be proposed. The Honorable S. W. Cooke then said that he proposed to speak on the subject of the formation of a regiment of Metropolitan Volunteers, and moved, That the House do now adjourn. Debate ensued. Question—put and negatived.
5. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—  
MR. PRESIDENT—  
The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to authorize the construction by the State of a Line of Railway from Birchip to Cronomby,*” with which they desire the concurrence of the Legislative Council.  
F. C. MASON,  
Speaker.  
Legislative Assembly,  
Melbourne, 9th August, 1898.
6. BIRCHIP AND CRONOMBY RAILWAY CONSTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to authorize the construction by the State of a Line of Railway from Birchip to Cronomby,*” be now read a first time. Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.
7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—  
MR. PRESIDENT—  
The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to amend the ‘ Electric Light and Power Act 1896,’*” with which they desire the concurrence of the Legislative Council.  
F. C. MASON,  
Speaker.  
Legislative Assembly,  
Melbourne, 9th August, 1898.
8. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to amend the ‘ Electric Light and Power Act 1896,’*” be now read a first time. Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

9. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Bank Liabilities and Assets.—Summary of Sworn Returns for the quarter ended 31st March, 1898.

Land Act 1890—Section 85.—Schedule of Swamp Leases containing Special Conditions.

10. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—

Debate resumed.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

Ordered—That the Bill be read a third time to-morrow.

11. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Wages Attachment Bill—Second reading.*

*Life Assurance Companies Amendment Bill—Second reading.*

*Immigration Restriction Bill—Second reading.*

*Marriage Law further Amendment Bill—Second reading.*

*Exported Products Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Licensing Act 1885 Fund Transfer Bill—Second reading.*

*Municipal Loans Extension Bill—Second reading.*

And then the Council, at thirty-eight minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 7.

WEDNESDAY, 10<sup>TH</sup> AUGUST, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL—Third reading.
2. BIRCHIP AND CRONOMBY RAILWAY CONSTRUCTION BILL—Second reading.
3. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
4. WAGES ATTACHMENT BILL—Second reading.
5. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading.
6. IMMIGRATION RESTRICTION BILL—Second reading.
7. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
8. EXPORTED PRODUCTS BILL—Second reading.
9. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
10. LICENSING ACT 1885 FUND TRANSFER BILL—Second reading.
11. MUNICIPAL LOANS EXTENSION BILL—Second reading.

TUESDAY, 16<sup>TH</sup> AUGUST.

*Questions.*

1. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General if the Government intends to commence the construction of any railways in Gippsland during the present year.
2. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General whether, in view of the known existence of large dyke formations containing low-grade ores in the Neerim and Tanjil districts, the Government will set aside a sum of money out of the grant for the development of mining for the purpose of testing the value of these formations, and proving their depth, by boring.

*Government Business.*

ORDER OF THE DAY:—

1. DRAINAGE BILL—To be further considered in Committee.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## PARLIAMENTARY PAPERS ISSUED SINCE 4<sup>TH</sup> AUGUST, 1898.

Minutes of the Proceedings of the Legislative Council. No. 6.

Notices of Motion and Orders of the Day. No. 7.

Birchip and Cronomby Railway Construction Bill—[43]. (To Members of Council only.)

Electric Light and Power Bill—[62]. (To Members of Council only.)

Wages Attachment Bill.—Amendments to be proposed by the Hon. Lieut.-Col. Sir F. T. Sargood. (To Members of Council only.)

Electric Light and Power Bill.—Amendments to be proposed by the Hon. Lieut.-Col. Sir F. T. Sargood. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 14, 15, and 16.

Notices of Motion and Orders of the Day. No. 17.

Indecent Publications Bill—[50].

Woman Suffrage Bill.—New Clause to be proposed in Committee by Mr. Cook. (To Members only.)

Non-Residential Voters for the Legislative Assembly. C.—No. 1.



## VICTORIA.

No. 8.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 10TH AUGUST, 1898.

1. The Council met in accordance with adjournment.

2. The President took the Chair.

3. The President read the Prayer.

4. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

JOHN MADDEN,

*Administrator of the Government.*

*Message No. 2.*

The Administrator of the Government informs the Legislative Council that he has, on this day, at the Law Courts, given the Royal Assent to the undermentioned Act of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

*“An Act to apply out of the Consolidated Revenue the sum of One hundred and forty-six thousand nine hundred and three pounds to the service of the year One thousand eight hundred and ninety-seven and ninety-eight.”*

Government House,  
Melbourne, 10th August, 1898.

5. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk:—

Report of the Chief Inspector of Explosives to the Honorable the Commissioner for Trade and Customs on the working of the Explosives Act during the year 1897.  
Victorian Mining Accident Relief Fund.—Balance-sheet, 1897.

6. FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL.—The Order of the Day for the third reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a third time.

Debate ensued.

The Honorable A. Wynne moved, That the Order of the Day for the third reading of this Bill be discharged, and that the Bill be recommitted to a Committee of the whole.

Debate continued.

Question—That the Order of the Day for the third reading of this Bill be discharged, and that the Bill be recommitted to a Committee of the whole—put and negatived.

Question—That this Bill be now read a third time—put and resolved in the affirmative.—Bill read a third time.

The Honorable Sir H. Cuthbert moved, That this Bill do pass.

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—

*“An Act to authorize the construction by the State of a Line of Railway from Fern Tree Gully to Gembrook.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

7. **BIRCHIP AND CRONOMBY RAILWAY CONSTRUCTION BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved; That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

“ *An Act to authorize the construction by the State of a Line of Railway from Birchip to Cronomby.*”

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

8. **LICENSING ACT 1885 FUND TRANSFER BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

The Honorable J. Bell moved, That the debate be now adjourned.

Debate continued.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until Tuesday next.

9. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Administrator of the Government recommending amendments in the Bill intituled “ *An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the said amendments recommended by His Excellency the Administrator of the Government in this Bill, with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 10th August, 1898.

JOHN MADDEN,  
*Administrator of the Government.*

Pursuant to the provisions of section 36 of *The Constitution Act*, the Administrator of the Government transmits to the Legislative Assembly, for their consideration, the following amendments, which he desires to be made in the Bill intituled “ *An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings*” :—

Clause 3, omit the words “ the Commercial Bank of Australia ” wherever occurring, and substitute therefor the words “ The Commercial Bank of Australia Limited.”

Government Offices,  
Melbourne, 9th August, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the several amendments recommended by His Excellency the Administrator of the Government, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

10. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly,*” with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 10th August, 1898.

11. **PLURAL VOTING ABOLITION BILL.**—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 23rd August instant.

12. MUNICIPAL LOANS EXTENSION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

Ordered—That the Bill be read a third time on Tuesday next.

13. WAGES ATTACHMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

The Honorable W. McCulloch moved, That the debate be now adjourned.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until Tuesday next.

14. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading.*

*Life Assurance Companies Amendment Bill—Second reading.*

*Immigration Restriction Bill—Second reading.*

*Marriage Law further Amendment Bill—Second reading.*

*Exported Products Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

15. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at five minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

---

## *Notices of Motion and Orders of the Day.*

---

No. 8.

---

TUESDAY, 16TH AUGUST, 1898.

*Questions.*

1. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General if the Government intends to commence the construction of any railways in Gippsland during the present year.
2. The Hon. C. SARGEANT : To ask the Honorable the Solicitor-General whether, in view of the known existence of large dyke formations containing low-grade ores in the Neerim and Tanjil districts, the Government will set aside a sum of money out of the grant for the development of mining for the purpose of testing the value of these formations, and proving their depth, by boring.

*Government Business.*

ORDERS OF THE DAY:—

1. MUNICIPAL LOANS EXTENSION BILL—Third reading.
2. LICENSING ACT 1885 FUND TRANSFER BILL—Second reading—*Resumption of debate.*
3. DRAINAGE BILL—To be further considered in Committee.
4. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
5. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading.
6. IMMIGRATION RESTRICTION BILL—Second reading.
7. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
8. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
9. EXPORTED PRODUCTS BILL—Second reading.
10. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*

---

TUESDAY, 23RD AUGUST.

*Government Business.*

ORDER OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

## PARLIAMENTARY PAPERS ISSUED 10TH AUGUST, 1898.

Minutes of the Proceedings of the Legislative Council. No. 7.  
 Notices of Motion and Orders of the Day. No. 8.  
 The Constitution Act Amendment Bill—[29]. (To Members of Council only.)

---

Notices of Motion and Orders of the Day. No. 18.  
 Maffra Beet Sugar Company Limited Further Advance Bill—[67].



## VICTORIA.

No. 9.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 16TH AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to remove the Disqualification of Women in the Elections of Members of the Legislative Assembly,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 16th August, 1898.

5. WOMEN'S SUFFRAGE BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to remove the Disqualification of Women in the Elections of Members of the Legislative Assembly,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday, 30th August instant.
6. PAPERS.—The Honorable Sir H. Cuthbert presented—  
Bendigo Telephone Service.—Return to an Order of the Legislative Council, dated 19th July, 1898, for a Return showing—
  1. A detailed statement of the Postal Department's original cost and present valuation of the telephone instruments, wires, and all necessary appliances used in connexion with the Bendigo telephone service.
  2. The total cost of working the above service.
  3. The total income derived therefrom.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Land Act 1890—Part I.—Alteration of Regulations.—Chapters V., IX., and Schedule 70.

Land Acts.—Alteration of Regulations under the *Mallee Lands Act* 1896.

Post Office Acts 1890 and 1897.—Rates on Telegraphic Messages transmitted on Sundays from Victoria to Tasmania.

Defences and Discipline Act 1890.—Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations (Part IV.).

7. MUNICIPAL LOANS EXTENSION BILL.—The Order of the Day for the third reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a third time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a third time.

The Honorable Sir H. Cuthbert moved, That this Bill do pass.

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to enable Municipalities to extend the period during which they have to provide for the Payment of Loans.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

8. LICENSING ACT 1885 FUND TRANSFER BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—

Debate resumed.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to transfer a portion of ‘ The Licensing Act 1885 Fund ’ to the Consolidated Revenue and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

9. DRAINAGE BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

10. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading.*

11. LIFE ASSURANCE COMPANIES AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

The Honorable J. M. Pratt moved, That the debate be now adjourned.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until to-morrow.

12. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Immigration Restriction Bill—Second reading.*

*Marriage Law further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Exported Products Bill—Second reading.*

*Wages Attachment Bill—Second reading—Resumption of debate.*

And then the Council, at thirty-four minutes past nine o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 9.

WEDNESDAY, 17<sup>TH</sup> AUGUST, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Second reading—*Resumption of debate.*
2. IMMIGRATION RESTRICTION BILL—Second reading.
3. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
5. EXPORTED PRODUCTS BILL—Second reading.
6. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*

TUESDAY, 23<sup>RD</sup> AUGUST.

*Government Business.*

ORDERS OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading.
2. DRAINAGE BILL—To be further considered in Committee.
3. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.

TUESDAY, 30<sup>TH</sup> AUGUST.

*Government Business.*

ORDER OF THE DAY:—

1. WOMEN'S SUFFRAGE BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

### PARLIAMENTARY PAPERS ISSUED SINCE 11<sup>TH</sup> AUGUST, 1898.

- Minutes of the Proceedings of the Legislative Council. No. 8.  
 Notices of Motion and Orders of the Day. No. 9.  
 Woman Suffrage Bill—[13]. (To Members of Council only.)  
 Wages Attachment Bill.—Exemptions of Wages in United States to May, 1898. (To Members of Council only.)  
 Life Assurance Companies Bill.—Amendments, &c., to be proposed by the Hon. J. M. Pratt. (To Members of Council only.)

- Votes and Proceedings of the Legislative Assembly. Nos. 17, 18, and 19.  
 Notices of Motion and Orders of the Day. No. 20.  
 Purification of Rolls Bill.—New Clause to be proposed in Committee by Mr. J. W. Mason. (To Members only.)  
 Maffra Beet Sugar Company Bill—  
 Amendment to be proposed by Sir George Turner. (To Members only.)  
 Amendment to be moved in Committee by Mr. Maloney. (To Members only.)



## VICTORIA.

No. 10.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 17<sup>TH</sup> AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PETITIONS.—The following Petitions were presented by the Honorable Lieut.-Col. Sir F. T. Sargood :—
  - From Abraham Davis, of Swanston-street, Melbourne, merchant, and others, praying that the Council would amend the Immigration Restriction Bill so as to provide that persons formerly domiciled in Victoria should be allowed to return in certain cases, and that every vessel should be permitted to land two natives of India, being British subjects, provided they do not come within the meaning of paragraphs (c), (d), or (e) of clause 3 of the said Bill.
  - From certain British, Foreign, and Intercolonial Steam-ship Owners trading to this colony, against the provisions of the Immigration Restriction Bill.
 Petitions read, severally ordered to lie on the Table, and to be referred to the Committee on the Immigration Restriction Bill.
5. ISSUE OF WRITS.—The President announced that he had, this day, issued Writs for the election of Members to serve for the undermentioned Provinces in the places of Members who retire by rotation, viz :—
  - Melbourne, in the place of the Honorable Cornelius Job Ham ;
  - North Yarra, in the place of the Honorable Nathaniel Levi ;
  - South Yarra, in the place of the Honorable Simon Fraser ;
  - Southern, in the place of the Honorable Donald Melville ;
  - South-Western, in the place of the Honorable Sir Henry John Wrixon ;
  - Nelson, in the place of the Honorable Thomas Dowling ;
  - Western, in the place of the Honorable Nathan Thornley ;
  - North-Western, in the place of the Honorable Thomas Comrie ;
  - Northern, in the place of the Honorable Joseph Henry Abbott ;
  - Wellington, in the place of the Honorable Thomas Drummond Wanliss ;
  - North Central, in the place of the Honorable Dr. William Henry Embling ;
  - North-Eastern, in the place of the Honorable Frederick Brown ;
  - Gippsland, in the place of the Honorable Edward Jolley Crooke ; and
  - South-Eastern, in the place of the Honorable James Buchanan.
6. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—
  - Report of Proceedings taken under the provisions of the *Settlement on Lands Act 1893*, during the financial year ended 30th June, 1898.
 Ordered to lie on the Table.
 

The following Paper, pursuant to the directions of an Act of Parliament, was laid upon the Table by the Clerk :—

  - Report of the Registrar of Friendly Societies for the year 1897.

7. LIFE ASSURANCE COMPANIES AMENDMENT BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
 Debate resumed.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.
8. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—  
*Immigration Restriction Bill—Second reading.*  
*Marriage Law further Amendment Bill—Second reading.*  
*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*  
*Exported Products Bill—Second reading.*  
*Wages Attachment Bill—Second reading—Resumption of debate.*
9. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.  
 Question—put and resolved in the affirmative.

And then the Council, at five minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 10.

TUESDAY, 23<sup>RD</sup> AUGUST, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. DRAINAGE BILL—To be further considered in Committee.
2. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—To be further considered in Committee.
4. IMMIGRATION RESTRICTION BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
7. EXPORTED PRODUCTS BILL—Second reading.
8. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
9. PLURAL VOTING ABOLITION BILL—Second reading.

WEDNESDAY, 24<sup>TH</sup> AUGUST.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. F. S. GRIMWADE: To move, That he have leave to bring in a Bill to regulate Cremation.

TUESDAY, 30<sup>TH</sup> AUGUST.

*Government Business.*

ORDER OF THE DAY:—

1. WOMEN'S SUFFRAGE BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

### PARLIAMENTARY PAPERS ISSUED 17<sup>TH</sup> AUGUST, 1898.

Notices of Motion and Orders of the Day. No. 10.

Woman Suffrage Bill.—New Clause to be proposed by the Hon. C. Sargeant. (To Members of Council only.)

Life Assurance Companies Bill.—New Clauses to be proposed by the Hon. S. Fraser. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 21.



## VICTORIA.

No. 11.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 23<sup>RD</sup> AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

JOHN MADDEN,

*Administrator of the Government.**Message No. 3.*

The Administrator of the Government informs the Legislative Council that he has, this day, at the Government Offices, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

- “An Act to authorize the Town of Brighton to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.”  
 “An Act to authorize the construction by the State of a Line of Railway from Birchip to Cronomby.”  
 “An Act to authorize the construction by the State of a Line of Railway from Fern Tree Gully to Gembrook.”

Government Offices,  
Melbourne, 15th August, 1898.

5. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Tramway Employés' Grievances.—Report of the Royal Commission appointed to inquire into the Grievances of Employés of the Melbourne Tramway and Omnibus Company Limited, with Minutes of Evidence and Appendices.

Ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk:—

Statement of Receipts and Expenditure to 30th June, 1898, under *Treasury Bonds Act 1896*, No. 1451.

Statement of Advances to certain Municipalities under the provisions of the *Yarra Improvement Act 1896*, No. 1447, also of Amounts due, on 30th June, 1898, towards Interest and Redemption of Principal and of Payments of same.

6. RATEPAYERS IN VICTORIA.—The Honorable A. Wynne moved, by leave, That there be laid before this House a Return showing the number of Ratepayers in Victoria whose properties are valued for rating at—

£5 per annum and under ;  
 From £5 per annum to £7 ;  
 From £7 per annum to £10 ;  
 From £10 per annum to £20 ;  
 From £20 per annum and upwards.

Question—put and resolved in the affirmative.

7. PERSONS LIABLE TO PAY INCOME TAX.—The Honorable A. Wynne moved, by leave, That there be laid before this House a Return showing the number of persons liable to pay Income Tax for the year 1897 to the following amounts :—

£5 tax per annum and under ;  
 From £5 tax per annum to £7 ;  
 From £7 tax per annum to £10 ;  
 From £10 tax per annum to £20 ;  
 From £20 tax per annum and upwards.

Question—put and resolved in the affirmative.

8. DRAINAGE BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 5, 9, 12, 27, and 28.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had reconsidered clauses 5, 9, 12, 27, and 28 and agreed to the same with further amendments.

Ordered—That the Bill as amended be printed, and taken into consideration on Tuesday next.

9. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading.*

10. LIFE ASSURANCE COMPANIES AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

Ordered—That the Bill as amended be printed, and taken into consideration on Tuesday next.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes,*” with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
 Speaker.

Legislative Assembly,  
 Melbourne, 23rd August, 1898.

12. MAFFRA BEET SUGAR COMPANY BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

13. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Immigration Restriction Bill—Second reading.*

*Marriage Law further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Exported Products Bill—Second reading.*

*Wages Attachment Bill—Second reading—Resumption of debate.*

*Plural Voting Abolition Bill—Second reading.*

And then the Council, at twenty-five minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
 Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 11.

WEDNESDAY, 24TH AUGUST, 1898.

*Question.*

1. The Hon. G. GODFREY: To call the attention of the Council to the following paragraph in the *Argus* of Saturday, the 20th instant:—"With a view to having an officer of the Defence Department thoroughly trained in the control and management of military stores, it has been decided by the Minister of Defence that Mr. F. Savage, the Chief Clerk in the Defence Department, shall proceed to England next week. He will undergo a course of instruction at Woolwich in the management of ordnance stores, including the methods of filling and emptying shells, handling explosives with the minimum of danger, and the method of keeping the books and accounts. If he succeeds in passing the examinations, and thus proving his qualifications for the position, he will on his return be appointed as assistant to Colonel Cairncross, the controller of military stores. Mr. Savage has been 24 years in the public service, and has given proof of his ability. He is a Victorian by birth, and this decision of the Minister is extending the policy initiated some years ago of sending colonial officers to the mother country to qualify for senior positions in connexion with our defence forces. If he passes the examination it is probable that Mr. Lahiff, the Chief Clerk in the Stores Branch, will then be sent to Woolwich to undergo similar training"; and to ask the Honorable the Minister of Defence why Mr. John J. Lahiff, the Chief Clerk in the Stores Branch, who has had sixteen years' experience in the Department, and has performed the duties of assistant to Colonel Cairncross and acted for the colonel during his absence in England, has not been selected to proceed to England.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. F. S. GRIMWADE: To move, That he have leave to bring in a Bill to regulate Cremation.

*Government Business.*

NOTICE OF MOTION:—

1. The Hon. W. McCULLOCH: To move, That the Council be called on Tuesday, the 13th September next, to consider the Plural Voting Abolition Bill and the Women's Suffrage Bill.

ORDERS OF THE DAY:—

1. IMMIGRATION RESTRICTION BILL—Second reading.
2. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
3. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
4. EXPORTED PRODUCTS BILL—Second reading.
5. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
6. MAFFRA BEET SUGAR COMPANY BILL—Second reading.
7. PLURAL VOTING ABOLITION BILL—Second reading.

TUESDAY, 30TH AUGUST.

*Government Business.*

ORDERS OF THE DAY:—

1. DRAINAGE BILL—Consideration of Report.
2. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Consideration of Report.
4. WOMEN'S SUFFRAGE BILL—Second reading.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# MEETING OF SELECT COMMITTEE.

Tuesday, 30th August.

PARLIAMENT BUILDINGS (JOINT)—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 18TH AUGUST, 1898.

Notices of Motion and Orders of the Day. No. 11.

Maffra Beet Sugar Company Limited Further Advance Bill—[67]. (To Members of Council only.)

Drainage Areas Bill.—Amendments to be proposed by the Hon. Sir Henry Cuthbert. (To Members of Council only.)

Life Assurance Companies Bill.—New Clause to be proposed by the Hon. Sir Henry Cuthbert. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 20, 21, and 22.

Notices of Motion and Orders of the Day. No. 23.

Weekly Report of Divisions. No. 3.

Melbourne and Metropolitan Board of Works Bill—[48]. (To Members only.)

Maffra Beet Sugar Company Limited Further Advance Bill—[67]. (To Members only.)

Wineries under the Bonus System. C.—No. 3.

Report upon the Affairs of the Post Office and Telegraph Department for 1897. No. 12.

Report of the Chief Inspector of Explosives for 1897. No. 35.

Report of Proceedings taken under Provisions of *Settlement on Lands Act* 1893 for Financial Year ended 30th June, 1898. No. 37.

Report from Parliamentary Standing Committee on Railways on Proposed Railway from Quambatook to Ultima, &c. Report No. 6.

## VICTORIA.

No. 12.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 24<sup>TH</sup> AUGUST, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. CREMATION BILL.—The Honorable F. S. Grimwade moved, pursuant to amended notice, That he have leave to bring in a Bill to regulate Cremation and for other purposes.  
Question—put and resolved in the affirmative.  
Ordered—That the Honorable F. S. Grimwade do prepare and bring in the Bill.  
The Honorable F. S. Grimwade then brought up a Bill intituled "*A Bill to regulate Cremation and for other purposes,*" and moved, That it be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday, 7th September next.
5. CALL OF THE COUNCIL.—The Honorable W. McCulloch moved, That the Council be called on Tuesday, the 13th September next, to consider the Plural Voting Abolition Bill and the Women's Suffrage Bill.  
Question—put and resolved in the affirmative.
6. MAFFRA BEET SUGAR COMPANY BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with an amendment.  
The Honorable E. J. Croke moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause 2.  
Debate ensued.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clause 2 and agreed to the same with a further amendment.  
The Honorable W. McCulloch moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.  
On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.  
The Honorable W. McCulloch moved, That the following be the title of the Bill :—  

*"An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes."*

Question—put and resolved in the affirmative.  
Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

7. IMMIGRATION RESTRICTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be committed.

Question—put and resolved in the affirmative.

The Honorable A. Wynne moved, That the Bill be committed to a Select Committee.

Question—put and resolved in the affirmative.

The Honorable A. Wynne moved, by leave, That the Select Committee consist of the Honorables S. Austin, J. Balfour, Sir H. Cuthbert, Dr. W. H. Embling, F. S. Grimwade, J. M. Pratt, Lieut.-Col. Sir F. T. Sargood, Sir A. Snowden, J. Sternberg, and the Mover ; such Committee to have power to send for persons, papers, and records ; three to be the quorum.

Question—put and resolved in the affirmative.

8. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 6th September next :—

*Marriage Law further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Exported Products Bill—Second reading.*

*Wages Attachment Bill—Second reading—Resumption of debate.*

*Plural Voting Abolition Bill—Second reading.*

9. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday, 6th September next.

Question—put and resolved in the affirmative.

And then the Council, at fifty-seven minutes past nine o'clock, adjourned until Tuesday, 6th September next.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 12.

TUESDAY, 6TH SEPTEMBER, 1898.

*Question.*

1. The Hon. S. AUSTIN: To ask the Honorable the Solicitor-General if the Government intend to introduce this Session a Bill for the inspection of meat used for local consumption.

*Government Business.*

ORDERS OF THE DAY:—

1. DRAINAGE BILL—Consideration of Report.
2. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
3. LIFE ASSURANCE COMPANIES AMENDMENT BILL—Consideration of Report.
4. MARRIAGE LAW FURTHER AMENDMENT BILL—Second reading.
5. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
6. EXPORTED PRODUCTS BILL—Second reading.
7. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
8. PLURAL VOTING ABOLITION BILL—Second reading.
9. WOMEN'S SUFFRAGE BILL—Second reading.

WEDNESDAY, 7TH SEPTEMBER.

*General Business.*

ORDER OF THE DAY:—

1. CREMATION BILL—Second reading.

TUESDAY, 13TH SEPTEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. THE COUNCIL TO BE CALLED.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Tuesday, 6th September.*

PARLIAMENT BUILDINGS (JOINT)—at half-past three o'clock.

PARLIAMENTARY PAPERS ISSUED 24TH AUGUST, 1898.

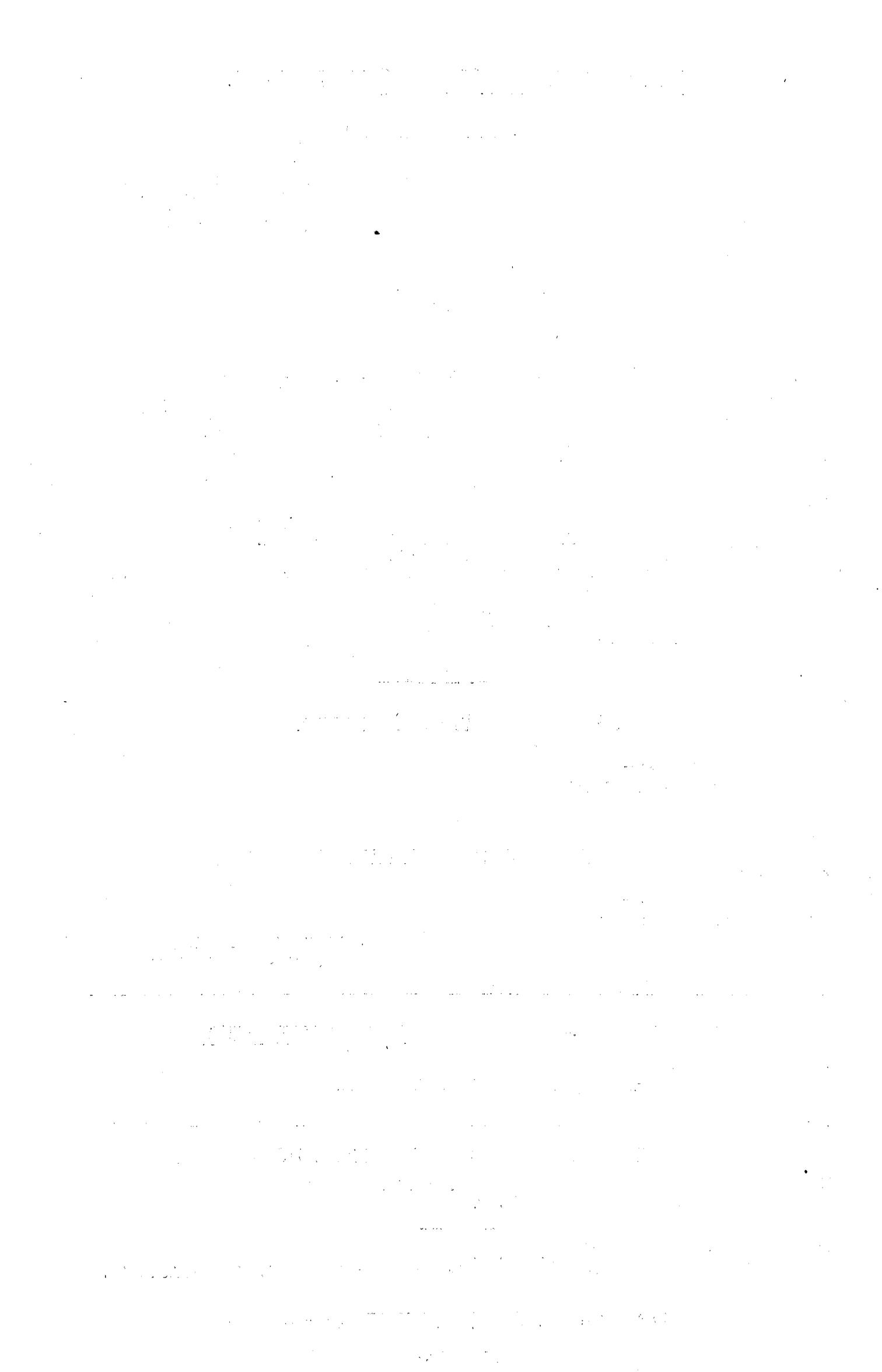
Minutes of the Proceedings of the Legislative Council. No. 11.  
Notices of Motion and Orders of the Day. No. 12.

Notices of Motion and Orders of the Day. No. 24.

Births Deaths and Marriages Bill.—Amendments to be proposed by Mr. Peacock. (To Members only.)

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.

(160 copies.)



## VICTORIA.

No. 13.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

TUESDAY, 6TH SEPTEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. RETURNS TO WRITS.—The President announced that he had received returns to Writs he had issued for the election of Members to serve for the undermentioned Provinces, in the places of Members retiring by rotation, and by the indorsements on the Writs it appeared that the following Members had been returned for the several Electoral Provinces set opposite their respective names, viz :—

The Honorable Cornelius Job Ham, for the Melbourne Province,  
 The Honorable Nathaniel Levi, for the North Yarra Province,  
 The Honorable Simon Fraser, for the South Yarra Province,  
 The Honorable Donald Melville, for the Southern Province,  
 The Honorable Sir Henry John Wrixon, for the South-Western Province,  
 The Honorable Thomas Dowling, for the Nelson Province,  
 The Honorable Nathan Thornley, for the Western Province,  
 The Honorable Thomas Comrie, for the North-Western Province,  
 The Honorable Joseph Henry Abbott, for the Northern Province,  
 John Young McDonald, for the Wellington Province,  
 The Honorable Dr. William Henry Embling, for the North Central Province,  
 The Honorable Frederick Brown, for the North-Eastern Province,  
 The Honorable Edward Jolley Croke, for the Gippsland Province, and  
 William Knox, for the South-Eastern Province.

5. SWEARING-IN OF MEMBERS.—The Honorables J. H. Abbott, F. Brown, T. Comrie, E. J. Croke, T. Dowling, Dr. W. H. Embling, C. J. Ham, W. Knox, N. Levi, J. Y. McDonald, D. Melville, and N. Thornley, being severally introduced, took and subscribed the oath required by law and severally delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth :—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH HENRY ABBOTT, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred and fifty-five pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Sandhurst, Echuca, and Strathfieldsaye, and are known as—

“Firstly, part of Crown allotment nine of section twenty-four B, city of Bendigo, parish of Sandhurst, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 2586, fol. 517022.

“Secondly, Crown allotment six and six A of section sixty-eight C, Olinda and Gladstone streets, city and parish of Sandhurst, county of Bendigo.

“Thirdly, Crown allotments one, two, and three, section nineteen, parish of Mandurang, county of Bendigo.

“Fourthly, part of allotment thirteen, section one, and part of Crown allotment six of section three, parish of Mandurang, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 1353, fol. 270462.

“Fifthly, part of Crown allotment seventeen, section one, parish of Mandurang, county of Bendigo, particularly described in certificate of title entered in the Register Book, vol. 1140, fol. 227959.

“Sixthly, part of Crown allotment three, section six, town of Echuca, parish of Echuca North, county of Rodney, particularly described in certificate of title entered in the Register Book, vol. 1786, fol. 357001.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Bendigo are rated in the rate-book of such district upon a yearly value of Seventy-six pounds; and that such of the said lands or tenements as are situate in the municipal district of Strathfieldsaye are rated in the rate-book of such district upon a yearly value of One hundred and twenty-seven pounds; and that such of the said lands or tenements as are situate in the municipal district of Echuca are rated in the rate-book of such district upon a yearly value of Fifty-two pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“JOSEPH HENRY ABBOTT.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, FREDERICK BROWN, of Beechworth, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and seven pounds ten shillings above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Beechworth, and are known as ‘Shrublands’—Allotments 2, 3, and 4 of section F, with dwelling-house and out-offices, occupied by me; also allotment 8 of section P<sup>1</sup>, 17 of section 4, allotment 2, section 38, and part of allotment 3 of section D, all in the town and parish of Beechworth.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of United Shire of Beechworth are rated in the rate-book of such district upon a yearly value of One hundred and seven pounds ten shillings.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“FREDK. BROWN.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS COMRIE, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and forty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Tarnagulla, and are known as Crown allotments 11 and 11A of section thirteen, township and parish of Tarnagulla, county of Gladstone.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Tarnagulla are rated in the rate-book of such district upon a yearly value of One hundred and forty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“THOMAS COMRIE.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, EDWARD JOLLEY CROOKE, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred and sixty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Rosedale, and are known as portion of ‘The Holy Plain Estate.’

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Rosedale are rated in the rate-book of such district upon a yearly value of Three hundred and sixty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“E. J. CROOKE.”

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS DOWLING, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Hampden and Mortlake, and are known as ‘Jellalabad,’ situated on Mount Emu Creek, and bounded on the south by township of Darlington, on the east by lands belonging to Messrs. Cole and Dodds, on the north by station known as ‘Terrinallum,’ and on the west by station known as ‘Mount Fyans.’

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Mortlake are rated in the rate-book of such district upon a yearly value of One thousand seven hundred pounds, and that such of the said lands or tenements as are situate in the municipal district of Hampden are rated in the rate-book of such district upon a yearly value of Five hundred and forty-six pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“THOMAS DOWLING.”

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM HENRY EMBLING, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of St. Kilda, and are known as 'Elmwood,' Chapel-street, St. Kilda.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of St. Kilda are rated in the rate-book of such district upon a yearly value of Two hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"W. H. EMBLING."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, CORNELIUS JOB HAM, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and fifteen pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Melbourne, and are known as tenements No. 70 and 71 Albert ward, in the city of Melbourne.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Melbourne are rated in the rate-book of such district upon a yearly value of One hundred and fifteen pounds, and that such of the said lands or tenements as are situate in the municipal district of Melbourne are rated in the rate-book of such district upon a yearly value of One hundred and fifteen pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"C. J. HAM."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, WILLIAM KNOX, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Five hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Malvern, and are known as 'Ranfurlie.'

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Malvern are rated in the rate-book of such district upon a yearly value of Five hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"WM. KNOX."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, NATHANIEL LEVI, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and seventy-three pounds ten shillings above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of city of Melbourne, city of St. Kilda, municipal district of city of South Melbourne, shire of Cranbourne, and shire of Moorabbin, and are known as Printing establishment, situated in Hosier-lane, off Flinders-street east, city of Melbourne; allotment 1 of section 9 x twenty-eight perches and nine-tenths, allotment 2 of section 9 x nineteen perches and eight-tenths, allotment 3 of section 9 x nineteen perches and six-tenths, city of St. Kilda, parish of South Melbourne, county of Bourke; allotments 1 and 2, section 57 c, allotments 1, 44, and 45, section 64 f, allotments 53 and 49, 43 q, and allotment 28, section 43 o, parish of South Melbourne, county of Bourke; allotment 10, village of Lang Lang, two roods; allotment 11, village of Lang Lang, two roods twenty-six perches, parish of Lang Lang, Yallock riding, shire of Cranbourne, county of Mornington; allotment 5, part of Crown portion 28, parish of Moorabbin, South riding, shire of Moorabbin, county of Bourke.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of city of Melbourne are rated in the rate-book of such district upon a yearly value of Sixty-five pounds, and that such of the said lands or tenements as are situate in the municipal district of city of St. Kilda are rated in the rate-book of such district upon a yearly value of Thirty-two pounds, and that such of the said lands or tenements as are situate in the municipal district of city of South Melbourne are rated in the rate-book of such district upon a yearly value of Seventy-one pounds; and that such of the said lands or tenements as are situate in the municipal district or shire of Cranbourne are rated in the rate-book of such district or shire upon a yearly value of Three pounds, and that such of the said lands or tenements as are situate in the municipal district or shire of Moorabbin are rated in the rate-book of such district or shire upon a yearly value of Two pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"NATHL. LEVI."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOHN YOUNG McDONALD, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Ballarat West, and are known as the Edinburgh Buildings.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Ballarat West are rated in the rate-book of such district upon a yearly value of Two hundred pounds, and that such of the said lands or tenements as are situate in the municipal district of Ballarat West are rated in the rate-book of such district upon a yearly value of Two hundred pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"JOHN YOUNG McDONALD."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, DONALD MELVILLE, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One hundred and thirty-seven pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal districts of Brunswick, Pyalong, and McIvor, and are known as—

"My residence, situated in Albion-street, West Brunswick, with twenty-eight and one-half acres land; two hundred and six acres land within the shire of Pyalong; and one hundred and forty acres land within the shire of McIvor.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Brunswick are rated in the rate-book of such district upon a yearly value of Ninety-two pounds, and that such of the said lands or tenements as are situate in the municipal district of Pyalong are rated in the rate-book of such district upon a yearly value of Thirty pounds, and that within the municipal district of McIvor at Fifteen pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"DONALD MELVILLE."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, NATHAN THORNLEY, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of One thousand four hundred and three pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Minhamite, and are known as 'Kangatong,' about 8,000 acres.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Minhamite are rated in the rate-book of such district upon a yearly value of One thousand four hundred and three pounds.

"And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"N. THORNLEY."

6. THE COMMITTEE OF ELECTIONS AND QUALIFICATIONS.—The President laid upon the Table the following Warrant, appointing a Member of the Committee of Elections and Qualifications:—

VICTORIA.

Pursuant to the provisions of *The Constitution Act Amendment Act 1890*, I do hereby appoint—

The Honorable Nathan Thornley

to be a Member of the Committee called "The Committee of Elections and Qualifications."

Given under my hand this sixth day of September, One thousand eight hundred and ninety-eight.

W. A. ZEAL,

President of the Legislative Council.

7. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

JOHN MADDEN,

*Administrator of the Government.*

*Message No. 4.*

The Administrator of the Government informs the Legislative Council that he has, this day, at the Law Courts, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

"An Act to enable Municipalities to extend the period during which they have to provide for the payment of Loans."

"An Act to transfer a portion of 'The Licensing Act 1885 Fund' to the Consolidated Revenue and for other purposes."

Law Courts,

Melbourne, 24th August, 1898.

8. LEAVE OF ABSENCE.—The Honorable F. Brown moved, by leave, That leave of absence be granted to the Honorable A. O. Sachse for the remainder of the Session on account of urgent private business. Question—put and resolved in the affirmative.

9. LEAVE OF ABSENCE.—The Honorable Sir A. Snowden moved, by leave, That leave of absence be granted to the Honorable R. Reid for the remainder of the Session on account of urgent private business.

Question—put and resolved in the affirmative.

10. IMMIGRATION RESTRICTION BILL.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorable Dr. W. H. Embling be a Member of the Select Committee on the Immigration Restriction Bill.

Question—put and resolved in the affirmative.

11. REFRESHMENT ROOMS COMMITTEE.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorables T. Dowling and Dr. W. H. Embling be Members of the Joint Committee to manage the Refreshment Rooms.

Question—put and resolved in the affirmative.

12. LIBRARY COMMITTEE.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorables C. J. Ham, D. Melville, and Sir H. J. Wrixon be Members of the Joint Committee to manage the Library.

Question—put and resolved in the affirmative.

13. PARLIAMENT BUILDINGS COMMITTEE.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorables J. H. Abbott and S. Fraser be Members of the Joint Committee to manage and superintend the Parliament Buildings.

Question—put and resolved in the affirmative.

14. STANDING ORDERS COMMITTEE.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorable N. Thornley be a Member of the Standing Orders Committee.

Question—put and resolved in the affirmative.

15. CHAIRMAN OF COMMITTEES.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorable Frederick Brown be Chairman of Committees of the Council.

Question—put and resolved in the affirmative.

Whereupon the Honorable Frederick Brown returned thanks for his re-election to the office of Chairman of Committees.

16. RETIREMENT OF THE HONORABLES J. BUCHANAN AND T. D. WANLISS.—The President announced that he had received the following letters from the Honorables J. Buchanan and T. D. Wanliss respectively, which he read, as follow:—

The Honorable Sir Wm. A. Zeal,  
President of the Legislative Council.

Dear Sir,

As my health would not permit me to be present on the last occasion afforded me to bid you farewell, I now beg to convey to you my sincere appreciation for your courtesy and kind consideration you have shown towards me on all occasions whilst performing the delicate duties of your high office.

I also desire you to convey to honorable Members the warmest feelings of friendship I entertain towards them, also thanking them for their kindness and consideration.

It is with the deepest feelings of regret that I now have to sever myself from those with whom I have been so long associated.

My earnest prayer is that the Legislative Council will not only hold the high position it now occupies in the estimation of the people, but that its power for good will be for ever on the increase.

Yours truly,

JAMES BUCHANAN.

“Longford House,”  
Ballarat, 29th August, 1898.

My dear Sir William,

I cannot allow my parliamentary career to close without extending to you my warmest thanks for the great kindness you have shown me since I first entered the Legislative Council.

Your kindness and courtesy to all the Members, and especially to all new Members, are proverbial; but I have always felt or thought that to me you were specially kind, and that you did what you could to help me to get over or to atone for my unfortunate deficiencies in the way of speaking.

I regret that a very severe illness, from which I am still indeed suffering, has prevented me from thanking you personally before my time expired, but I trust that you will accept this assurance that I shall always feel grateful to you for the kindly way in which you treated me.

I am, My dear Sir William,

Yours very sincerely,

T. D. WANLISS.

The Honorable Sir William A. Zeal,

President of the Legislative Council, Melbourne.

17. BRITISH PHARMACOPŒIA BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to provide for the adoption of the British Pharmacopœia.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to provide for the adoption of the British Pharmacopœia*,” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday, 14th September instant.

18. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Proceedings of the Australasian Federal Convention held at Parliament House, Melbourne, 20th January to 17th March, 1898.

Official Report of the Debates of the Australasian Federal Convention held at Parliament House, Melbourne, 20th January to 17th March, 1898.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Defences and Discipline Act 1890—

Victorian Military Forces.—Alteration of Dress Regulations (Part II.).

Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations (Part VII., Sections IV. and VI.).

Statement of Advances made to Mining Companies in pursuance of the provisions of the *Mining Development Act* 1896, No. 1461, showing Amount of Interest paid up to the 30th June, 1898, and the Total Amount outstanding on that date; also containing a report on the progress made by each company.

Water Act 1890.—The Shire of Borung and the Western Wimmera Irrigation and Water Supply Trust.—Application of Municipal Funds.

Report of the Council of Defence.

Land Act 1890–91, section 69.—Schedule No. 10.—Country Lands offered for Sale by Public Auction during the year 1897.

Regulations under section 118 of the Insolvency Act 1897.

Victorian Railways.—Report of the Victorian Railways Commissioner for the year ending 30th June, 1898.

19. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same without amendment.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 6th September, 1898.

20. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to authorize the construction by the State of a Line of Railway from Quambatook to Ultima,*” with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 6th September, 1898.

21. QUAMBATOOK AND ULTIMA RAILWAY CONSTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to authorize the construction by the State of a Line of Railway from Quambatook to Ultima,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday, 14th September instant.

22. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable Sir H. Cuthbert the following Order of the Day was read and discharged :—

*Drainage Bill—Consideration of Report.*

23. DRAINAGE BILL.—The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 7, 9, 10, 11, 16, 19, and AA.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clauses 7, 9, 10, 11, 16, 19, and AA, and agreed to the same with further amendments. The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

“*An Act to provide for the Drainage of Land.*”

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

24. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable Sir H. Cuthbert the following Order of the Day was read and discharged :—

*Life Assurance Companies Amendment Bill—Consideration of Report.*

25. LIFE ASSURANCE COMPANIES AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 2, 3, 7, 8, D, A, and the title.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clauses 2, 3, 7, 8, D, and A, and agreed to the same with further amendments and had amended the title, which title is as follows :—

*“ A Bill to amend the provisions of the ‘ Companies Act 1890 ’ relating to Life Assurance and for other purposes.”*

The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause 1.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clause 1 and agreed to the same with a further amendment.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to amend the provisions of the ‘ Companies Act 1890 ’ relating to Life Assurance and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

26. MARRIAGE LAW FURTHER AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

27. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Exported Products Bill—Second reading.*

*Wages Attachment Bill—Second reading—Resumption of debate.*

*Plural Voting Abolition Bill—Second reading.*

*Women’s Suffrage Bill—Second reading.*

28. PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorables Donald Melville and Joseph Henry Abbott be appointed Members of the Parliamentary Standing Committee on Railways.

Debate ensued.

Question—put and resolved in the affirmative.

29. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at eight minutes past ten o’clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 13.

TUESDAY, 13TH SEPTEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. THE COUNCIL TO BE CALLED.
2. PLURAL VOTING ABOLITION BILL—Second reading.
3. WOMEN'S SUFFRAGE BILL—Second reading.
4. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—To be further considered in Committee.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
7. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
8. EXPORTED PRODUCTS BILL—Second reading.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. N. THORNLEY: To move, That there be laid before this House a copy of—
  1. All papers relating to the application of William Skene for appointment as a lieutenant on probation in the Victorian Permanent Artillery.
  2. All papers relating to the appointment of James Lilley as a lieutenant in the Victorian Permanent Artillery.
  3. All papers relating to the appointment of H. A. Anderson as a lieutenant in the Victorian Permanent Artillery.
  4. General Order altering the age for candidates for appointment to the Victorian Permanent Artillery from 25 years to 27 years.
  5. General Order of the 18th June, 1898, again altering the age to 22 years.

ORDER OF THE DAY:—

1. CREMATION BILL—Second reading.

WEDNESDAY, 14TH SEPTEMBER.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. J. H. CONNOR: To move, That in the opinion of this House it is desirable to reserve sites of land for Government experimental farms, &c., where practicable fronting or near to the different lines of railway, in each of the electoral provinces.

*Government Business.*

ORDERS OF THE DAY:—

1. BRITISH PHARMACOPŒIA BILL—Second reading.
2. QUAMBATOOK AND ULTIMA RAILWAY CONSTRUCTION BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED SINCE 1ST SEPTEMBER, 1898.

Notices of Motion and Orders of the Day. No. 14.

Quambatook and Ultima Railway Construction Bill—[30]. (To Members of Council only.)

Drainage Areas Bill.—Amendments to be proposed by the Hon. Sir H. Cuthbert. (To Members of Council only.)

Life Assurance Companies Bill.—Amendments to be proposed by the Hon. Sir H. Cuthbert. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 25, 26, and 27.

Notices of Motion and Orders of the Day. No. 28.

Vermin Destruction Bill (No. 2)—[65].

Melbourne Electric Lighting Loan Bill—[66].

Municipalities' Advances Bill—[74].

Registration of Births Deaths and Marriages Bill.—New Clauses to be proposed by Mr. Maloney after Third Reading. (To Members only.)

Maffra Beet Sugar Company Limited Further Advances Bill.—Amendments of the Legislative Council. (To Members only.)

Victorian Loans Redemption Fund Bill.—Amendment to be proposed by Sir George Turner. (To Members only.)

Victorian Government Consolidated Inscribed Stock Redemption Fund Bill.—Amendment to be proposed by Sir George Turner. (To Members only.)

Victorian Government Consolidated Inscribed Stock Bill.—Amendment to be proposed by Sir George Turner. (To Members only.)

Statement of Loans Redeemable in London.—Circulated by Sir George Turner for information of Honorable Members.

Summary and Classification of 32nd Section Holdings, &c.—Circulated by the Minister of Lands in connexion with the Land Acts Further Amendment Bill. (To Members only.)

Imported Locomotive Engines. C.—No. 4.

Locally Manufactured and Imported Locomotives. C.—No. 5.

## VICTORIA.

No. 14.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 13TH SEPTEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. SWEARING-IN OF MEMBER.—The Honorable Sir H. J. Wrixon, being introduced, took and subscribed the oath required by law, and delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth :—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, HENRY JOHN WRIXON, do declare and testify that I am legally seised of an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Two hundred and thirty-eight pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Kew, and are known as land and house, corner of Barker’s-road and Wrixon-street.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Kew are rated in the rate-book of such district upon a yearly value of Two hundred and thirty-eight pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“H. J. WRIXON.”

5. PAPERS.—The Honorable Sir H. Cuthbert presented—

Persons liable to pay Income Tax.—Return to an Order of the Legislative Council, dated 23rd August, 1898, for a Return showing the number of persons liable to pay Income Tax for the year 1897 to the following amounts :—

£5 tax per annum and under ;  
From £5 tax per annum to £7 ;  
From £7 tax per annum to £10 ;  
From £10 tax per annum to £20 ;  
From £20 tax per annum and upwards.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Vegetation Diseases Act 1896—

Insects and Fungi.—Proclamation.

Insects and Fungi.—Proclamation.

Importation of certain Trees and Plants into Victoria prohibited.

Regulation regarding “San José Scale” (*Aspidiotus Perniciosus*, Comstock).

Water Act 1890—

The Shire of Arapiles and the Western Wimmera Irrigation and Water Supply Trust.—

Application of Municipal Funds.

Carrum Irrigation and Water Supply Trust.—Increase of Rating Powers.

Marquis Hill Irrigation and Water Supply Trust.—Rating Regulation.

Benjeroop and Murrabit Irrigation and Water Supply Trust.—Regulation No. 3.

Defences and Discipline Act 1890—

Victorian Military Forces.—Alteration of Dress Regulations.—Part II.

Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations.—

Part VII.—Paragraph 159a.

6. CALL OF THE COUNCIL.—The Order of the Day—The Council to be called—having been read, the names of the Members were called over by the Clerk, when all the Members answered with the exception of the Honorables James Balfour, Sir Rupert Turner Havelock Clarke, Bart., Simon Fraser, Edward Miller, James Service, and Nathan Thornley; and these Members having been severally called a second time, were excused from attending the Council this day.

7. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time. Debate ensued.

The Honorable Dr. W. H. Embling moved, That the debate be now adjourned.

Debate continued.

Question—That the debate be now adjourned—put.

The Council divided.

Ayes, 23.

The Hon. S. Austin  
J. Bell  
F. Brown  
J. C. Campbell  
T. Comrie  
J. H. Connor  
S. W. Cooke  
T. Dowling  
N. FitzGerald  
D. Ham  
W. Knox  
J. Y. McDonald  
E. Morey  
W. Pearson  
C. Sargeant  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
J. A. Wallace  
W. I. Winter-Irving  
Sir H. J. Wrixon  
A. Wynne.

*Tellers.*

Dr. W. H. Embling  
J. M. Pratt.

Noes, 14.

The Hon. J. H. Abbott  
Sir H. Cuthbert  
G. Godfrey  
C. J. Ham  
N. Levi  
W. McCulloch  
D. Melville  
P. Phillips  
W. Pitt  
G. Simmie  
J. Sternberg  
S. Williamson.

*Tellers.*

E. J. Crooke  
F. S. Grimwade.

And so it was resolved in the affirmative.

Ordered—That the debate be adjourned until Tuesday, 27th September instant.

8. WOMEN'S SUFFRAGE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

The Honorable Sir H. Cuthbert moved, That the debate be now adjourned.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until this day.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Resolution of sympathy with the Austrian Nation on the assassination of Her Most Gracious Majesty the Empress, and of condolence with His Majesty the Emperor and the Members of the Royal Family; also an Address to His Excellency the Administrator of the Government with reference thereto, with which Resolution and Address the Assembly desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 13th September, 1898.

The Resolution was read by the Clerk, and is as follows :—

We, the Legislative Assembly of Victoria, in Parliament assembled, desire to express our deepest sympathy with the Austrian Nation on the death, by the hand of an assassin, of Her Most Gracious Majesty the Empress, and our sincere condolence with His Majesty the Emperor and the Members of the Royal Family.

The intelligence of the assassination has been received by the people of Victoria with feelings of universal sorrow and of detestation of the horrible crime.

The Honorable Sir H. Cuthbert moved, That the blank in the foregoing Resolution be filled up by the insertion of the words "Legislative Council and the."

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, That this House agree with the Legislative Assembly in the said Resolution.

Debate ensued.

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Resolution, and have filled up the blank therein by the insertion of the words "Legislative Council and the."

The Address to His Excellency the Administrator of the Government was read by the Clerk, and is as follows :—

MAY IT PLEASE YOUR EXCELLENCY—

We, the Legislative Assembly of Victoria, in Parliament assembled, respectfully request that Your Excellency will be pleased to forward, by cable, to the Principal Secretary of State for the Colonies, the accompanying Resolution for presentation to the Queen, with an expression of a respectful hope that Her Majesty will be pleased to give instructions for its communication to the Emperor of Austria.

The Honorable Sir H. Cuthbert moved, That the blank in the foregoing Address be filled up by the insertion of the words "Legislative Council and the."

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, That this House agree with the Legislative Assembly in the said Address.

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Address, and have filled up the blank therein by the insertion of the words "Legislative Council and the."

10. WOMEN'S SUFFRAGE BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—

Debate resumed.

Question—put.

The Council divided.

Ayes, 15.

The Hon. J. H. Abbott  
J. H. Connor  
E. J. Crooke  
Sir H. Cuthbert  
T. Dowling  
G. Godfrey  
C. J. Ham  
D. Ham  
W. McCulloch  
C. Sargeant  
Lieut.-Col. Sir F. T. Sargood  
G. Simmie  
Sir A. Snowden.

Tellers.

F. S. Grimwade  
A. Wynne.

Noes, 19.

The Hon. J. Bell  
F. Brown  
J. C. Campbell  
T. Comrie  
S. W. Cooke  
N. FitzGerald  
W. Knox  
N. Levi  
J. Y. McDonald  
E. Morey  
W. Pearson  
P. Phillips  
J. M. Pratt  
J. Sternberg  
J. A. Wallace  
W. I. Winter-Irving  
Sir H. J. Wrixon.

Tellers.

S. Austin  
Dr. W. H. Embling.

And so it passed in the negative.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes,*" and acquaint the Legislative Council that the Legislative Assembly have disagreed with the amendments made in such Bill by the Legislative Council.

Legislative Assembly,  
Melbourne, 13th September, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

12. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading.*  
*Marriage Law further Amendment Bill—To be further considered in Committee.*  
*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*  
*Wages Attachment Bill—Second reading—Resumption of debate.*  
*Exported Products Bill—Second reading.*  
*Cremation Bill—Second reading.*

And then the Council, at twenty-eight minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 14.

WEDNESDAY, 14TH SEPTEMBER, 1898.

*General Business.*

NOTICES OF MOTION:—

1. The Hon. J. H. CONNOR : To move, That in the opinion of this House it is desirable to reserve sites of land for Government experimental farms, &c., where practicable fronting or near to the different lines of railway, in each of the electoral provinces.
2. The Hon. N. THORNLEY : To move, That there be laid before this House a copy of—
  1. All papers relating to the application of William Skene for appointment as a lieutenant on probation in the Victorian Permanent Artillery.
  2. All papers relating to the appointment of James Lilley as a lieutenant in the Victorian Permanent Artillery.
  3. All papers relating to the appointment of H. A. Anderson as a lieutenant in the Victorian Permanent Artillery.
  4. General Order altering the age for candidates for appointment to the Victorian Permanent Artillery from 25 years to 27 years.
  5. General Order of the 18th June, 1898, again altering the age to 22 years.

ORDER OF THE DAY:—

1. CREMATION BILL—Second reading.

*Government Business.*

ORDERS OF THE DAY:—

1. MAFFRA BEET SUGAR COMPANY BILL—Message from Legislative Assembly—To be taken into consideration.
2. BRITISH PHARMACOPŒIA BILL—Second reading.
3. QUAMBATOOK AND ULTIMA RAILWAY CONSTRUCTION BILL—Second reading.
4. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—To be further considered in Committee.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
7. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
8. EXPORTED PRODUCTS BILL—Second reading.

TUESDAY, 27TH SEPTEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*

(120 copies.)

WEDNESDAY, 28<sup>TH</sup> SEPTEMBER.*General Business.*

## NOTICE OF MOTION:—

## 1. The Hon. Sir H. J. WRIXON: To move—

1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.
2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*PARLIAMENTARY PAPERS ISSUED SINCE 8<sup>TH</sup> SEPTEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 13.

Notices of Motion and Orders of the Day. No. 14.

British Pharmacopœia Bill—[70].

Votes and Proceedings of the Legislative Assembly. Nos. 28, 29, and 30.

Notices of Motion and Orders of the Day. No. 31.

Weekly Report of Divisions. No. 4.

Railways Bill—[10].

Drainage Areas Bill—[35]. (To Members only.)

Life Assurance Companies Bill—[36]. (To Members only.)

Crimes Bill—[86].

Traction Engine Bill—[91].

Land Bill.—Amendments, &amp;c., to be moved by Mr. T. Smith. (To Members only.)

Municipalities' Advances Bill.—Amendments to be proposed by Sir George Turner. (To Members only.)

Railway Loan Application Bill.—New Clause to be proposed by Sir George Turner. (To Members only.)

Railway and Public Works Application Bill.—New Clause to be proposed by Sir George Turner. (To Members only.)

Victorian Government Consolidated Inscribed Stock Redemption Fund Bill.—Amendment to be proposed by Sir George Turner after Third reading. (To Members only.)

Victorian Government Consolidated Inscribed Stock Bill.—Amendments to be proposed by Sir George Turner after Third reading. (To Members only.)

Report of the Council of Defence. No. 38.

Grants under the Mining Development Act. C.—No. 6.

Report from Parliamentary Standing Committee on Railways on Proposed Railway from Jeparit towards Albacutya, &amp;c. Report No. 7.

Extracts from the Reports of the New Zealand and Queensland Lands Departments.—Circulated by the Hon. R. W. Best, M.P., Minister of Lands, in connexion with the Land Bill.

Railway and Public Works Loan Application Bill 1898.—Information in connexion with Railway Works, Department of Agriculture, &amp;c., &amp;c.—Circulated for the information of Honorable Members.

Railway Loan Application Bill 1898—

Memo. from Railways Commissioner together with Schedule of Railway Works.—Circulated for the information of Honorable Members.

Construction Estimates and Railway Works.—Circulated for the information of Honorable Members.

## VICTORIA.

No. 15.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 14<sup>TH</sup> SEPTEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. SITES FOR EXPERIMENTAL FARMS.—The Honorable J. H. Connor moved, pursuant to amended notice, That in the opinion of this House it is desirable to reserve sites of land for Government experimental farms, &c., where practicable fronting or near to the different lines of railway.  
Debate ensued.  
Question—put and resolved in the affirmative.
5. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—  
Defences and Discipline Act 1890.—Victorian Scottish Regiment of Volunteers.—Regulations.  
Land Act 1890.—Part I.—Alteration of Regulations (Chapters V., XI., XIII.; Schedules 67 and 68A).  
Land Acts.—Alteration of Regulations under the *Mallee Lands Act* 1896.
6. MAFFRA BEET SUGAR COMPANY BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council disagreed with by the Legislative Assembly having been read—the said amendments were read and are as follow :—  
Clause 2, line 14, after “company” insert “working within the factory.”  
„ page 2, at end of clause add “within the factory.”  
The Honorable W. McCulloch moved, That the Council do not insist on their amendments.  
Debate ensued.  
Question—put and negatived.  
Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council insist on their amendments disagreed with by the Legislative Assembly.
7. CREMATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable F. S. Grimwade moved, That this Bill be now read a second time.  
The Honorable D. Melville moved, That the debate be now adjourned.  
Question—That the debate be now adjourned—put and resolved in the affirmative.  
Ordered—That the debate be adjourned until Wednesday, 28th September instant.
8. BRITISH PHARMACOPŒIA BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
“*An Act to provide for the adoption of the British Pharmacopœia.*”  
Question—put and resolved in the affirmative.  
Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

9. QUAMBATOOK AND ULTIMA RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“An Act to authorize the construction by the State of a Line of Railway from Quambatook to Ultima.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

10. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

The Honorable Sir A. Snowden moved, That the debate be now adjourned.

Debate continued.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until Wednesday, 28th September instant.

11. MARRIAGE LAW FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

12. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Administration and Probate Acts Amendment Bill—To be further considered in Committee.*

*Wages Attachment Bill—Second reading—Resumption of debate.*

*Exported Products Bill—Second reading.*

13. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at fifty-five minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 15.

TUESDAY, 20TH SEPTEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. MARRIAGE LAW FURTHER AMENDMENT BILL—To be further considered in Committee.
2. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
3. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
4. EXPORTED PRODUCTS BILL—Second reading.

TUESDAY, 27TH SEPTEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*

WEDNESDAY, 28TH SEPTEMBER.

*General Business*

NOTICE OF MOTION:—

1. The Hon. Sir H. J. WRIXON: To move—

1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.
2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied.

ORDER OF THE DAY:—

1. CREMATION BILL—Second reading—*Resumption of debate.*

*Government Business.*

ORDER OF THE DAY:—

1. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED 14TH SEPTEMBER, 1898.

Notices of Motion and Orders of the Day. No. 15.

Notices of Motion and Orders of the Day. No. 32.

Report of the Victorian Railways Commissioner for the Year ending 30th June, 1898. No. 36.



## VICTORIA.

No. 16.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 20TH SEPTEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. COMPANIES ACT 1890 AMENDMENT BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to amend Section 303 of the *Companies Act 1890*.  
Question—put and resolved in the affirmative.  
Ordered—That the Honorable A. Wynne do prepare and bring in the Bill.  
The Honorable A. Wynne then brought up a Bill intituled “*A Bill to amend Section 303 of the ‘Companies Act 1890,’*” and moved, That it be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday, 23th September instant.
5. PAPERS.—The following Papers, pursuant to the directions of an Act of Parliament, were laid upon the Table by the Clerk :—  
Maryborough Waterworks Trust.—Application for Additional Loan of £21,000.—Detailed Statement and Report.  
Tatura Waterworks Trust.—Application for Additional Loan of £600.—Detailed Statement and Report.
6. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—  
MR. PRESIDENT—  
The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly do not insist on disagreeing with the amendments in such Bill insisted on by the Legislative Council.  
Legislative Assembly,  
Melbourne, 20th September, 1898.  
F. C. MASON,  
Speaker.
7. MARRIAGE LAW FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable J. Bell reported that the Committee had gone through the Bill and agreed to the same with amendments.  
The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 16 and 30.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable J. Bell reported that the Committee had reconsidered clauses 16 and 30 and agreed to the same with further amendments.  
The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to further amend the law relating to Marriage.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

8. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable J. Bell reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday, 4th October next, again resolve itself into the said Committee.

9. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 4th October next :—

*Wages Attachment Bill—Second reading—Resumption of debate.*

*Exported Products Bill—Second reading.*

10. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday, 4th October next.

Question—put and resolved in the affirmative.

And then the Council, at ten minutes past nine o'clock, adjourned until Tuesday, 4th October next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 16.

TUESDAY, 4TH OCTOBER, 1898.

*Question.*

1. The Hon. Lieut.-Col. Sir F. T. SARGOOD : To ask the Honorable the Solicitor-General—
  1. If the attention of the Government has been drawn to the Report of the Inspecting Engineer of the Board of Public Health (copies of which were forwarded by the Board to the Honorables the Ministers of Lands and Public Works respectively early in August) on the insanitary condition of the Elwood Canal.
  2. Seeing that the canal was constructed by the Government and is upon Crown lands, will the Government take immediate action to remedy the present condition of the canal, which is highly dangerous to health and life.
  3. Why has a letter from the City Council of St. Kilda, dated 11th August last, to the Honorable the Minister of Public Works, requesting an interview on this subject not been replied to or even acknowledged.

*Government Business.*

ORDERS OF THE DAY :—

1. WAGES ATTACHMENT BILL—Second reading—*Resumption of debate.*
2. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*
3. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—To be further considered in Committee.
5. EXPORTED PRODUCTS BILL—Second reading.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. J. WRIXON : To move—
  1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.
  2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied.

ORDERS OF THE DAY :—

1. CREMATION BILL—Second reading—*Resumption of debate.*
2. COMPANIES ACT 1890 AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# MEETING OF SELECT COMMITTEE.

*Tuesday, 4th October.*

IMMIGRATION RESTRICTION BILL—at four o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 15<sup>TH</sup> SEPTEMBER, 1898.

Notices of Motion and Orders of the Day. No. 16.

Companies Bill—[95].

Marriage Bill.—New Clause to be proposed by the Hon. G. Godfrey, in substitution of Clause previously issued. (To Members of Council only.)

Persons liable to pay Income Tax. C1.

Votes and Proceedings of the Legislative Assembly. Nos. 31, 32, and 33.

Notices of Motion and Orders of the Day. No. 34.

Appropriation of Revenue 1898-9 Bill.—Amendment to be proposed in Committee of Supply by Mr. Zox.  
(To Members only.)

## VICTORIA.

No. 17.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 4TH OCTOBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President :—

JOHN MADDEN,

*Administrator of the Government.*

*Message No. 5.*

The Administrator of the Government begs to inform the Legislative Council that he transmitted, by telegraphic despatch on the 14th ultimo, to the Right Honorable the Secretary of State for the Colonies the Joint Resolution from the Parliament of Victoria expressing deep sympathy with the Austrian Nation on the assassination of Her Most Gracious Majesty the Empress of Austria, and sincere condolence with His Majesty the Emperor and Members of the Royal Family.

Government House,  
Melbourne, 4th October, 1898.

5. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President :—

JOHN MADDEN,

*Administrator of the Government.*

*Message No. 6.*

The Administrator of the Government informs the Legislative Council that he has caused the following Bill, intituled "*An Act to further amend the 'Marine Act 1890,'*" which was reserved for the signification of Her Majesty's pleasure thereon, and which received Her Majesty's Assent on the 18th day of July last, to be proclaimed in the *Victoria Government Gazette*, a copy of which Proclamation is hereto annexed.

Government Offices,  
Melbourne, 20th September, 1898.

THE ROYAL ASSENT TO AN ACT TO FURTHER AMEND THE MARINE ACT 1890.

## PROCLAMATION

By His Excellency the Honorable Sir John Madden, Knight, the Chief Justice of the Supreme Court of the Colony of Victoria, and Administrator of the Government of the said Colony, &c., &c., &c.

WHEREAS by *The Constitution Statute* it was amongst other things enacted that the provisions of the Act of the fourteenth year of Her Majesty, chapter fifty-nine, and of the Act of the fifth and sixth years of Her Majesty, chapter seventy-six, *For the Government of New South Wales and Van Diemen's Land*, which relate to the giving and withholding of Her Majesty's assent to Bills, and the reservation of Bills for the signification of Her Majesty's pleasure thereon, and the instructions to be conveyed to Governors for their guidance in relation to the matters aforesaid, and the disallowance of Bills by Her Majesty, should apply to Bills to be passed by the Legislative Council and Assembly constituted under *The Constitution Act of Victoria* and the now reciting Statute and by any other legislative body or bodies which may at any time hereafter be substituted for the present Legislative Council

and Assembly: Now therefore I, the Administrator of the Government of Victoria, in pursuance of the provisions of the aforesaid Acts, do by this my Proclamation signify that the Bill, the title whereof is herein set forth, that is to say, "*An Act to further amend the 'Marine Act 1890,'*" which was reserved for the signification of Her Majesty's pleasure thereon, has been laid before Her Majesty in Council, and that by an Order in Council made at the Court at Windsor, and bearing date the eighteenth day of July, One thousand eight hundred and ninety-eight, a copy whereof is hereto appended, Her Majesty has been pleased to assent to the same.

Given under my Hand and the Seal of the Colony, at Melbourne, this ninth day of September, in the year of our Lord One thousand eight hundred and ninety-eight, and in the sixty-second year of Her Majesty's reign.

JOHN MADDEN.

By His Excellency's Command,

GEORGE TURNER.

GOD SAVE THE QUEEN!

*At the Court at Windsor, the eighteenth day of July, 1898.*

PRESENT:

The Queen's Most Excellent Majesty.

Lord President	Mr. James A. Campbell
Mr. Goschen	Mr. James W. Lowther
Mr. Ritchie	Mr. Edmond Wodehouse
Sir G. Taubman-Goldie	Sir Charles S. Scott.

WHEREAS by an Act passed in the fifth and sixth years of Her Majesty's reign, entitled "*An Act for the Government of New South Wales and Van Diemen's Land,*" it is amongst other things enacted that no Bill which shall be reserved for the signification of Her Majesty's pleasure thereon shall have any force or authority within the Colony of New South Wales until the Governor of the said Colony shall signify either by Speech or Message to the Legislative Council of the said Colony, or by Proclamation as therein aforesaid, that such Bill has been laid before Her Majesty in Council, and that Her Majesty has been pleased to assent to the same:

And whereas by another Act passed in the thirteenth and fourteenth years of Her Majesty's reign, entitled "*An Act for the better Government of Her Majesty's Australian Colonies,*" it was provided among other things that the provisions of the said former Act concerning the reservation of Bills for the signification of Her Majesty's pleasure thereon should apply to and be in force in the Colony of Victoria:

And whereas the said provisions were maintained in force as regards Bills passed by the Legislative Council and Legislative Assembly of the said Colony by a subsequent Act passed in the eighteenth and nineteenth years of the reign of Her said Majesty, entitled "*An Act to enable Her Majesty to assent to a Bill as amended of the Legislature of Victoria, to establish a Constitution in and for the Colony of Victoria*":

And whereas the Governor of the said Colony of Victoria has reserved a certain Bill passed by the Legislative Council and Legislative Assembly of the said Colony, entitled "*To further amend the 'Marine Act 1890,'*" for the signification of Her Majesty's pleasure thereon:

And whereas the said Bill so reserved as aforesaid has been laid before Her Majesty in Council, and it is expedient that the said Bill should be assented to by Her Majesty:

Now therefore Her Majesty, in pursuance of the said Acts, and in exercise of the powers thereby reserved to Her Majesty as aforesaid, doth by this present Order, by and with the advice of Her Majesty's Privy Council, declare Her assent to the said Bill.

J. H. HARRISON.

6. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

JOHN MADDEN,

*Administrator of the Government.*

*Message No. 7.*

The Administrator of the Government informs the Legislative Council that he has, on this day, at the Law Courts, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

"*An Act to facilitate the Proof of Acts of the Parliaments of Australasian Colonies and of Judicial and Official Documents Seals and Signatures and for other purposes.*"

"*An Act to authorize the construction by the State of a Line of Railway from Quambatook to Ultima.*"

"*An Act to provide for a further Advance to the Maffra Beet Sugar Company Limited and for other purposes.*"

Government House,

Melbourne, 21st September, 1898.

7. ADJOURNMENT.—The Honorable C. Sargeant having stated his desire to move, That the House do now adjourn, six Members rose in their places and required the motion to be proposed. The Honorable C. Sargeant then said that he proposed to speak on the subject of the Government extending its practical support to the Victorian coal industry, and moved, That the House do now adjourn.

Debate ensued.

Question—put and negatived.

8. CORRECTIONS IN MARRIAGE LAW FURTHER AMENDMENT BILL.—The President announced that he had received the following Report from the Clerk :—

Parliament House,  
Melbourne, 4th October, 1898.

MR. PRESIDENT—

I have the honour to report that, in pursuance of Standing Order No. 299, I have made the following corrections in the Bill intituled "*An Act to further amend the law relating to Marriage*":—

- In clause 18, line 25, the word "*Marriages*" has been omitted and "*Marriage*" inserted.  
In clause 25, line 31, the word "of," where it first occurs, has been omitted and "for" inserted.  
In same clause, line 32, the word "of," where it first occurs, has been omitted and "for" inserted."

I have the honour to be, Sir,  
Your most obedient servant,

GEO. H. JENKINS,  
Clerk of the Legislative Council.

The Honorable  
The President of the Legislative Council,  
&c., &c., &c.

9. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Report of Proceedings taken under the provisions of the Land Acts and the *Wattles Act* 1890 during the year ending 31st December, 1897.

Statistical Register of the Colony of Victoria for the year 1897.—Part III.—Vital Statistics, &c.

Severally ordered to lie on the Table.

The Honorable Sir H. Cuthbert presented—

Ratepayers in Victoria.—Return to an Order of the Legislative Council, dated 23rd August, 1898, for a Return showing the number of Ratepayers in Victoria whose properties are valued for rating at—

- £5 per annum and under ;  
From £5 per annum to £7 ;  
From £7 per annum to £10 ;  
From £10 per annum to £20 ;  
From £20 per annum and upwards.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk:—

Defences and Discipline Act 1890.—Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations.—Parts II. and VII.

Bank Liabilities and Assets.—Summary of Sworn Returns for the quarter ended 30th June, 1898.

Agricultural Education.—Accounts of the Trustees of Agricultural Colleges and the Council of Agricultural Education from 1st January, 1898, to 30th June, 1898.

10. WAGES ATTACHMENT BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—

Debate resumed.

Question—put.

The Council divided.

Ayes, 13.

The Hon. J. H. Abbott  
E. J. Crooke  
Sir H. Cuthbert  
G. Godfrey  
C. J. Ham  
W. McCulloch  
W. Pearson  
Lieut.-Col. Sir F. T. Sargood  
N. Thornley  
Sir H. J. Wrixon  
A. Wynne.

Tellers.

D. Melville  
J. Sternberg.

Noes, 20.

The Hon. S. Austin  
F. Brown  
J. C. Campbell  
T. Comrie  
S. W. Cooke  
T. Dowling  
Dr. W. H. Embling  
N. FitzGerald  
F. S. Grimwade  
N. Levi  
J. Y. McDonald  
E. Miller  
E. Morey  
P. Phillips  
C. Sargeant  
Sir A. Snowden  
J. A. Wallace  
W. I. Winter-Irving.

Tellers.

J. H. Connor  
W. Pitt.

And so it passed in the negative.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Jeparit towards Albacutya,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

12. JEPARIT AND ALBACUTYA RAILWAY CONSTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the construction by the State of a Line of Railway from Jeparit towards Albacutya,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

13. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railway Works Public Works and other purposes,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

14. RAILWAY AND PUBLIC WORKS LOAN APPLICATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railway Works Public Works and other purposes,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

15. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railways,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

16. RAILWAY LOAN APPLICATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railways,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

17. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize Advances to be made to certain Municipalities,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

18. MUNICIPALITIES' ADVANCES BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize Advances to be made to certain Municipalities,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

19. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend the 'Mining Development Act 1896,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

20. MINING DEVELOPMENT ACT 1896 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Mining Development Act 1896,'*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

21. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize certain Deductions to be made out of Moneys payable to Pilots,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

22. PILOTS' ADVANCE REPAYMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize certain Deductions to be made out of Moneys payable to Pilots,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

23. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to provide for the creation and issue of Victorian Government Consolidated Inscribed Stock and for converting the public debt of Victoria into such Stock,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

24. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to provide for the creation and issue of Victorian Government Consolidated Inscribed Stock and for converting the public debt of Victoria into such Stock,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

25. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the raising of Money for Railways and Irrigation Works and Water Supply,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

26. RAILWAYS IRRIGATION AND WATER SUPPLY LOANS BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the raising of Money for Railways and Irrigation Works and Water Supply,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

27. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the raising of Money for certain purposes by increasing the amount of Victorian Government Three per cent. Stock,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

28. VICTORIAN GOVERNMENT THREE PER CENT. STOCK BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the raising of Money for certain purposes by increasing the amount of Victorian Government Three per cent. Stock,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

29. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to establish a Victorian Government Consolidated Inscribed Stock Redemption Fund,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

30. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK REDEMPTION FUND BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to establish a Victorian Government Consolidated Inscribed Stock Redemption Fund,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

31. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to limit the issue of certain Government Stock Debentures and Bonds,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

32. GOVERNMENT STOCK DEBENTURES AND BONDS LIMITATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to limit the issue of certain Government Stock Debentures and Bonds,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

33. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to establish a Victorian Loans Redemption Fund and for other purposes,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 4th October, 1898.

F. C. MASON,  
Speaker.

34. VICTORIAN LOANS REDEMPTION FUND BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to establish a Victorian Loans Redemption Fund and for other purposes,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

35. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday, 18th October instant :—

*Electric Light and Power Act 1896 Amendment Bill—Second reading—Resumption of debate.*

36. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next :—

*Plural Voting Abolition Bill—Second reading—Resumption of debate.*

37. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

"*An Act to amend the Administration and Probate Acts.*"

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

38. EXPORTED PRODUCTS BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

39. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow:—

*Cremation Bill—Second reading—Resumption of debate.*

*Companies Act 1890 Amendment Bill—Second reading.*

And then the Council, at eleven minutes past nine o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 17.

WEDNESDAY, 5TH OCTOBER, 1898.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. J. WRIXON : To move—

1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.
2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied.

ORDERS OF THE DAY :—

1. CREMATION BILL—Second reading—*Resumption of debate.*
2. COMPANIES ACT 1890 AMENDMENT BILL—Second reading.

*Government Business.*

ORDERS OF THE DAY :—

1. JEPARIT AND ALBACUTYA RAILWAY CONSTRUCTION BILL—Second reading.
2. RAILWAY AND PUBLIC WORKS LOAN APPLICATION BILL—Second reading.
3. RAILWAY LOAN APPLICATION BILL—Second reading.
4. MUNICIPALITIES' ADVANCES BILL—Second reading.
5. MINING DEVELOPMENT ACT 1896 AMENDMENT BILL—Second reading.
6. PILOTS' ADVANCE REPAYMENT BILL—Second reading.
7. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK BILL—Second reading.
8. RAILWAYS IRRIGATION AND WATER SUPPLY LOANS BILL—Second reading.
9. VICTORIAN GOVERNMENT THREE PER CENT. STOCK BILL—Second reading.
10. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK REDEMPTION FUND BILL—Second reading.
11. GOVERNMENT STOCK DEBENTURES AND BONDS LIMITATION BILL—Second reading.
12. VICTORIAN LOANS REDEMPTION FUND BILL—Second reading.

TUESDAY, 11TH OCTOBER.

*Question.*

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General when the Government intend introducing the proposed amendment of the Irrigation and Water Supply Acts.

*Government Business.*

ORDERS OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*
2. EXPORTED PRODUCTS BILL—To be further considered in Committee.

TUESDAY, 18TH OCTOBER.

*Government Business.*

ORDER OF THE DAY :—

1. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Thursday, 6th October.*

IMMIGRATION RESTRICTION BILL—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 29TH SEPTEMBER, 1898.

Notices of Motion and Orders of the Day. No. 17.

Jeparit towards Albacutya Railway Construction Bill—[42]. (To Members of Council only.)

Stock Debentures and Bonds Limitation Bill—[47]. (To Members of Council only.)

Victorian Government Three per cent. Stock Bill—[72]. (To Members of Council only.)

Municipalities' Advances Bill—[74]. (To Members of Council only.)

Victorian Government Loan Bill—[75]. (To Members of Council only.)

Railway Loan Application Bill—[76]. (To Members of Council only.)

Mining Development Bill—[80]. (To Members of Council only.)

Railway and Public Works Loan Application Bill—[81]. (To Members of Council only.)

Pilots' Advance Repayment Bill—[82]. (To Members of Council only.)

Victorian Loans Redemption Fund Bill—[83]. (To Members of Council only.)

Victorian Government Consolidated Inscribed Stock Redemption Fund Bill—[84]. (To Members of Council only.)

Victorian Government Consolidated Inscribed Stock Bill—[85]. (To Members of Council only.)

Ratepayers in Victoria. C 2.

Votes and Proceedings of the Legislative Assembly. Nos. 37, 38, and 39.

Notices of Motion and Orders of the Day. No. 40.

Weekly Report of Divisions. No. 6.

Marriage Bill—[14]. (To Members only.)

British Pharmacopœia Bill—[70]. (To Members only.)

Land Bill—

Amendments to be proposed by Mr. McKenzie. (To Members only.)

Amendments to be proposed by Mr. O'Neill. (To Members only.)

## VICTORIA.

No. 18.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 5TH OCTOBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **SWEARING-IN OF MEMBER.**—The Honorable S. Fraser, being introduced, took and subscribed the oath required by law, and delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth:—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, SIMON FRASER, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Three hundred and fifty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of Prahran, and are known as ‘Norla,’ Irving-road, Toorak.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Three hundred and fifty pounds, and that such of the said lands or tenements as are situate in the municipal district of Prahran are rated in the rate-book of such district upon a yearly value of Three hundred and fifty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“SIMON FRASER.”

5. **AMENDMENT OF CONSTITUTION OF COUNCIL.**—The Honorable Sir H. J. Wrixon moved—
  1. That the proposals contained in the Speech of the Administrator of the Government for largely increasing the electorate of the Legislative Assembly, to the extent of doubling the number of its electors, while leaving the constitution of this Chamber unaltered, and further providing for an appeal to the electors of the Assembly in case of a difference between the two Houses, would destroy the use of a second House of Legislation, and would make public issues to be ultimately decided, not upon their merits, but upon the question of which House the electors of the Assembly would support when a class issue had been raised between the two Houses.
  2. That this House, while unable to accept the Government proposal for a referendum, is prepared to fully consider a measure for enlarging the basis and scope of the Council upon the lines generally of the Draft Commonwealth Bill, including manhood suffrage, if such measure includes proportional representation—as is contemplated in that Bill—and large electoral districts, so as to enable that system of representation to be adequately applied.

Debate ensued.

Question—put and negatived.

6. **POSTPONEMENT OF ORDERS OF THE DAY.**—Ordered, That the consideration of the following Orders of the Day be postponed until Wednesday next:—

*Cremation Bill—Second reading—Resumption of debate.*  
*Companies Act 1890 Amendment Bill—Second reading.*

(500 copies.)

7. JEPARIT AND ALBACUTYA RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved; That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to authorize the construction by the State of a Line of Railway from Jeparit towards Albacutya.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

8. RAILWAY AND PUBLIC WORKS LOAN APPLICATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railway Works Public Works and other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

9. RAILWAY LOAN APPLICATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railways.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

10. MUNICIPALITIES' ADVANCES BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize Advances to be made to certain Municipalities.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

11. MINING DEVELOPMENT ACT 1896 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to amend the ‘ Mining Development Act 1896.’ ”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

12. PILOTS' ADVANCE REPAYMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize certain Deductions to be made out of Moneys payable to Pilots.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

13. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to provide for the creation and issue of Victorian Government Consolidated Inscribed Stock and for converting the public debt of Victoria into such Stock.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

14. RAILWAYS IRRIGATION AND WATER SUPPLY LOANS BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize the raising of Money for Railways and Irrigation Works and Water Supply.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

15. VICTORIAN GOVERNMENT THREE PER CENT. STOCK BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to authorize the raising of Money for certain purposes by increasing the amount of Victorian Government Three per cent. Stock.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

16. VICTORIAN GOVERNMENT CONSOLIDATED INSCRIBED STOCK REDEMPTION FUND BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to establish a Victorian Government Consolidated Inscribed Stock Redemption Fund.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

17. GOVERNMENT STOCK DEBENTURES AND BONDS LIMITATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to limit the issue of certain Government Stock Debentures and Bonds.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

18. VICTORIAN LOANS REDEMPTION FUND BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to establish a Victorian Loans Redemption Fund and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

19. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at fourteen minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 18.

TUESDAY, 11TH OCTOBER, 1898.

*Question.*

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General when the Government intend introducing the proposed amendment of the Irrigation and Water Supply Acts.

*Government Business.*

ORDERS OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*
2. EXPORTED PRODUCTS BILL—To be further considered in Committee.

WEDNESDAY, 12TH OCTOBER.

*Question.*

1. The Hon. J. H. CONNOR : To call the attention of the Honorable the Solicitor-General to the desirability of circulating designs and specifications for a model farm house, outbuildings, and yards suitable for farms of 160 to 320 acres ; and to ask if the Government will take any action in the matter.

*General Business.*

ORDERS OF THE DAY:—

1. CREMATION BILL—Second reading—*Resumption of debate.*
2. COMPANIES ACT 1890 AMENDMENT BILL—Second reading.

TUESDAY, 18TH OCTOBER.

*Government Business.*

ORDER OF THE DAY:—

1. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED 5TH OCTOBER, 1898.

Notices of Motion and Orders of the Day. No. 18.

The Constitution Act Amendment Bill.—Amendments to be proposed by the Hon. Lieut.-Col. Sir F. T. Sargood, the Hon. Agar Wynne, and the Hon. S. W. Cooke. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 41.

Land Bill.—Amendments to be proposed by Mr. Duggan. (To Members only.)



VICTORIA.

No. 19.

MINUTES OF THE PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

TUESDAY, 11TH OCTOBER, 1898.

- 1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. DECLARATION OF MEMBER.—The Honorable T. Brunton delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth :—

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, THOMAS BRUNTON, do declare and testify that I am legally or equitably seized of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of Four hundred and fifty pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the shire of Broadmeadows, and are known as ‘Roxburgh Park.’

“And I further declare that such of the said lands or tenements as are situate in the shire of Broadmeadows are rated in the rate-book of such district upon a yearly value of Four hundred and fifty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said land or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“THOMAS BRUNTON.”

- 5. PETITION.—The Honorable Lieut.-Col. Sir F. T. Sargood presented a Petition from the President, Vice-Presidents, and Members of Council of the Melbourne Chamber of Commerce praying that the Council would refuse to pass the Exported Products Bill into law, or withhold its assent to the said Bill until it has been referred to a Select Committee or until evidence on the Bill has been given at the Bar of the Council.

Petition read, ordered to be printed, and referred to the Committee of the whole on the Exported Products Bill.

- 6. IMMIGRATION RESTRICTION BILL.—The Honorable Sir H. Cuthbert brought up the Report from the Select Committee on this Bill.

Ordered to lie on the Table, and, together with the Proceedings of the Committee, Minutes of Evidence, and Appendices, to be printed.

- 7. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Administrator of the Government—

Education.—Report of the Minister of Public Instruction for the year 1897-8.
Thirty-second Report of the Board of Visitors to the Observatory, together with the Report of the Government Astronomer for the period from 1st July, 1897, to 30th June, 1898.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

- Post Office Acts 1890 and 1897—
Charge for use of Werribee Telephone Bureau after office hours.
Rates of Subscription to Country Telephone Exchanges.

8. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
Debate resumed.  
The Honorable N. Levi moved, That the debate be now adjourned.  
Question—That the debate be now adjourned—put and resolved in the affirmative.  
Ordered—That the debate be adjourned until to-morrow.
9. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until to-morrow :—  
*Exported Products Bill—To be further considered in Committee.*

And then the Council, at fifty-five minutes past nine o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 19.

WEDNESDAY, 12TH OCTOBER, 1898.

*Questions.*

1. The Hon. J. H. CONNOR: To call the attention of the Honorable the Solicitor-General to the desirability of circulating designs and specifications for a model farm house, outbuildings, and yards suitable for farms of 160 to 320 acres; and to ask if the Government will take any action in the matter.
2. The Hon. Sir H. J. WRIXON: To ask the Honorable the Solicitor-General if the Government will this Session make the necessary amendment of the Education Act to enable the recognised teachers of religion to give religious instruction in State Schools at a time to be appointed during the school hours, in accordance with the view of the Minister of Public Instruction lately expressed in Parliament.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. D. MELVILLE: To move, That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.

ORDERS OF THE DAY:—

1. CREMATION BILL—Second reading—*Resumption of debate.*
2. COMPANIES ACT 1890 AMENDMENT BILL—Second reading.

*Government Business.*

ORDERS OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*
2. EXPORTED PRODUCTS BILL—To be further considered in Committee.

TUESDAY, 18TH OCTOBER.

*Government Business.*

NOTICE OF MOTION:—

1. The Hon. Sir H. CUTHBERT: To move, That the Immigration Restriction Bill be now committed to a Committee of the whole.

ORDER OF THE DAY:—

1. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

### PARLIAMENTARY PAPERS ISSUED SINCE 6TH OCTOBER, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 17 and 18.

Notices of Motion and Orders of the Day. No. 19.

Exported Products Bill.—Amendments to be proposed by the Hon. W. McCulloch. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 40, 41, and 42.

Notices of Motion and Orders of the Day. No. 43.

Administration and Probate Bill—[25]. (To Members only.)

Municipal Overdrafts (Indemnity) Bill—[98].

Land Bill—

Amendments to be proposed by Mr. Cameron. (To Members only.)

Amendment to be proposed by Mr. Langdon. (To Members only.)

New Clause to be proposed by Mr. J. B. Tucker. (To Members only.)

Amendments to be proposed by Mr. Irvine. (To Members only.)

Law of Libel Amendment Bill.—New Clause to be proposed in Committee by Mr. Maloney. (To Members only.)

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.

# AMERICAN CIVILIZATION

THE HISTORY OF THE UNITED STATES

1876

AMERICAN CIVILIZATION

The American people have a right to know the history of their country. This book is written for the purpose of giving them a clear and concise account of the events which have shaped our nation. It is written in a simple and straightforward manner, so that it can be read and understood by all.

The American people have a right to know the history of their country. This book is written for the purpose of giving them a clear and concise account of the events which have shaped our nation. It is written in a simple and straightforward manner, so that it can be read and understood by all.

The American people have a right to know the history of their country. This book is written for the purpose of giving them a clear and concise account of the events which have shaped our nation. It is written in a simple and straightforward manner, so that it can be read and understood by all.

The American people have a right to know the history of their country. This book is written for the purpose of giving them a clear and concise account of the events which have shaped our nation. It is written in a simple and straightforward manner, so that it can be read and understood by all.

## VICTORIA.

No. 20.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 12<sup>TH</sup> OCTOBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **ELECTRIC TRACTION ON RAILWAYS.**—The Honorable D. Melville moved, That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.  
Debate ensued.  
The Honorable A. Wynne moved, That the debate be now adjourned.  
Debate continued.  
Question—That the debate be now adjourned—put and resolved in the affirmative.  
Ordered—That the debate be adjourned until Wednesday next.
5. **POSTPONEMENT OF ORDER OF THE DAY.**—Ordered, That the consideration of the following Order of the Day be postponed until Wednesday next :—  
*Cremation Bill—Second reading—Resumption of debate.*
6. **COMPANIES ACT 1890 AMENDMENT BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable A. Wynne moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable A. Wynne moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable A. Wynne, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair ; and the Honorable N. FitzGerald having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
On the motion of the Honorable A. Wynne the Council adopted the Report from the Committee of the whole on this Bill.  
Ordered—That the Bill be read a third time on Wednesday next.
7. **POSTPONEMENT OF ORDERS OF THE DAY.**—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—  
*Plural Voting Abolition Bill—Second reading—Resumption of debate.*  
*Exported Products Bill—To be further considered in Committee.*
8. **ADJOURNMENT.**—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.  
Question—put and resolved in the affirmative.

And then the Council, at ten minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 20.

TUESDAY, 18TH OCTOBER, 1898.

*Government Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. CUTHBERT : To move, That the Immigration Restriction Bill be now committed to a Committee of the whole.

ORDERS OF THE DAY :—

1. ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL—Second reading—*Resumption of debate.*
2. PLURAL VOTING ABOLITION BILL—Second reading—*Resumption of debate.*
3. EXPORTED PRODUCTS BILL—To be further considered in Committee.

WEDNESDAY, 19TH OCTOBER.

*General Business.*

ORDERS OF THE DAY :—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.
2. CREMATION BILL—Second reading—*Resumption of debate.*
3. COMPANIES ACT 1890 AMENDMENT BILL—Third reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

PARLIAMENTARY PAPERS ISSUED 12TH OCTOBER, 1898.

Notices of Motion and Orders of the Day. No. 20.

Notices of Motion and Orders of the Day. No. 44.



## VICTORIA.

No. 21.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 18TH OCTOBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. RESIGNATION OF MEMBER.—The President announced that he had received the following letter from the Private Secretary to His Excellency the Administrator of the Government :—

Government House,  
Melbourne, 17th October, 1898.

Sir,

I am directed by His Excellency the Administrator of the Government to inform you that the Honorable Charles Sargeant has resigned his seat in the Legislative Council of Victoria, as will be seen from the enclosed letter.

I have the honour to be, Sir,  
Your most obedient servant,  
F. S. CAMPBELL,  
Private Secretary.

The Honorable  
The President of the Legislative Council,  
&c. &c. &c.

Sir,

I do myself the honour to resign my seat in the Legislative Council for the Gippsland Province.

I have the honour to be, Sir,  
Your most obedient servant,  
CHARLES SARGEANT.

To His Excellency  
The Administrator of the Government of Victoria.

The President announced that he had also received the following letter from the Honorable Charles Sargeant :—

To the  
President of the Legislative Council.

Dear Sir,

Through force of circumstances I am compelled to sever my connexion with the Legislative Council.

In doing so I desire, through you, to convey to the House my sincerest thanks for the courtesy and the many kindly considerations I have always received at the hands of yourself and honorable Members.

During the nine years I have had the honour to be a Member I think it will be admitted that I have not been backward in speaking my mind when I felt that circumstances demanded it. In following that course I have the consolation of feeling that I have at no time made myself offensive to any Member of the House. If at any time I may have so transgressed I unreservedly withdraw.

It is with the feeling of the keenest regret that I part company with the House, but the regret will be greatly softened by agreeable and pleasant memories.

I am, Sir,  
Most faithfully yours,  
CHARLES SARGEANT.

5. **IMMIGRATION RESTRICTION BILL.**—The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, this day, again resolve itself into the said Committee.
6. **PAPERS.**—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—  
 The Land Act 1890.—Section 85.—Schedule of Swamp Lease containing Special Conditions.  
 Constitution Statute.—Statement of Expenditure under Schedule D to Act 18 & 19 Vict., cap. 55, during the year 1897–8.  
 Exhibition Trustees.—Report of Proceedings and Statement of Income and Expenditure for the year ended 30th June, 1898.  
 Defences and Discipline Act 1890.—Victorian Military Forces.—Additional Dress Regulations. (Part XIII.A.)  
 Audit Act 1890.—Alteration of General Regulations respecting Public Accounts (64 and 65).
7. **PLURAL VOTING ABOLITION BILL.**—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
 Debate resumed.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.
8. **ELECTRIC LIGHT AND POWER ACT 1896 AMENDMENT BILL.**—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
 The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
 Question—put and resolved in the affirmative.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to amend the ‘ Electric Light and Power Act 1896.’ ”*  
 Question—put and resolved in the affirmative.  
 Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.
9. **EXPORTED PRODUCTS BILL.**—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 The Honorable W. McCulloch moved, by leave, That this Bill be committed to a Select Committee.  
 Question—put and resolved in the affirmative.  
 The Honorable W. McCulloch moved, by leave, That the Select Committee consist of the Honorables S. Austin, J. C. Campbell, S. W. Cooke, E. J. Crooke, C. J. Ham, P. Phillips, Lieut.-Col. Sir F. T. Sargood, G. Simmie, N. Thornley, and the Mover, such Committee to have power to send for persons, papers, and records, and to move from place to place; three to be the quorum.  
 Debate ensued.  
 Question—put and resolved in the affirmative.

10. IMMIGRATION RESTRICTION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“An Act to place certain Restrictions on Immigration.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

11. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at six minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 21.

TUESDAY, 25TH OCTOBER, 1898.

*Government Business.*

ORDER OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. N. THORNLEY : To move, That a Select Committee be appointed to inquire into and report upon the application of William Skene for appointment as a lieutenant on probation, and the appointments of James Lilley and H. A. Anderson as lieutenants, in the Victorian Permanent Artillery ; such Committee to consist of the Honorables

with power to send for persons, papers, and records ; three to be the quorum.

ORDERS OF THE DAY :—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.
2. CREMATION BILL—Second reading—*Resumption of debate.*
3. COMPANIES ACT 1890 AMENDMENT BILL—Third reading.

WEDNESDAY, 16TH NOVEMBER.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. J. WRIXON : To move, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Tuesday, 25th October.*

EXPORTED PRODUCTS BILL—at four o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 13TH OCTOBER, 1898.

Notices of Motion and Orders of the Day. No. 21.

Exported Products Bill.—Amendments to be proposed by the Hon. Jas. C. Campbell. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 43, 44, and 45.

Notices of Motion and Orders of the Day. No. 46.

Weekly Report of Divisions. No. 8.

Land Bill—

New Clause to be proposed by Mr. Vale. (To Members only.)

Amendments to be proposed by Mr. Irvine. (To Members only.)

First Report from the Committee of Public Accounts. D.—No. 1.

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.



VICTORIA.

No. 22.

MINUTES OF THE PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

TUESDAY, 25TH OCTOBER, 1898.

- 1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ISSUE OF WRIT.—The President announced that he had, since the adjournment of the Council, issued a Writ for the election of a Member to serve for the Gippsland Province, in the place of the Honorable Charles Sargeant, resigned.
5. MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.—The following Message from His Excellency the Administrator of the Government was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President :—

JOHN MADDEN,

Administrator of the Government.

Message No. 8.

The Administrator of the Government informs the Legislative Council that he has, on this day, at the Government Offices, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

- “ An Act to authorize the construction by the State of a Line of Railway from Jeparit towards Albacutya.”
“ An Act to limit the issue of certain Government Stock Debentures and Bonds.”
“ An Act to provide for the creation and issue of Victorian Government Consolidated Inscribed Stock and for converting the public debt of Victoria into such Stock.”
“ An Act to establish a Victorian Government Consolidated Inscribed Stock Redemption Fund.”
“ An Act to authorize the raising of Money for Railways and Irrigation Works and Water Supply.”
“ An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railways.”
“ An Act to authorize the raising of Money for certain purposes by increasing the amount of Victorian Government Three per cent. Stock.”
“ An Act to establish a Victorian Loans Redemption Fund and for other purposes.”
“ An Act to authorize the Expenditure of certain Sums of Money available under Loan Acts for Railway Works Public Works and other purposes.”
“ An Act to authorize Advances to be made to certain Municipalities.”
“ An Act to amend the ‘ Mining Development Act 1896.’ ”
“ An Act to authorize certain Deductions to be made out of Moneys payable to Pilots.”

Government Offices, Melbourne, 19th October, 1898.

- 6. PAPER.—The following Paper, pursuant to the directions of an Act of Parliament, was laid upon the Table by the Clerk :— Defences and Discipline Act 1890.—Victorian Military Forces.—Alteration of Regulations. (Part I., Section II.)
7. PERMANENT ARTILLERY APPOINTMENTS.—The Honorable N. Thornley moved, pursuant to amended notice, That a Select Committee be appointed to inquire into and report upon the application of William Skene for appointment as a lieutenant on probation, and the appointments of James Lilley and H. A. Anderson as lieutenants in the Victorian Permanent Artillery ; such Committee to consist of the Honorables J. Balfour, S. W. Cooke, W. Knox, W. McCulloch, D. Melville, W. Pearson, W. I. Winter-Irving, and the Mover, with power to send for persons, papers, and records ; three to be the quorum.
Debate ensued.
Question—put and resolved in the affirmative.

8. **CREMATION BILL.**—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
 Debate resumed.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable F. S. Grimwade moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable F. S. Grimwade, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, on Tuesday, 8th November next, again resolve itself into the said Committee.
9. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—  
 MR. PRESIDENT—  
 The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to apply out of the Consolidated Revenue the sum of One million one hundred and eighteen thousand six hundred and twelve pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine,*" with which they desire the concurrence of the Legislative Council.  
 F. C. MASON,  
 Speaker.  
 Legislative Assembly,  
 Melbourne, 25th October, 1898.
10. **CONSOLIDATED REVENUE BILL (No. 3).**—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply out of the Consolidated Revenue the sum of One million one hundred and eighteen thousand six hundred and twelve pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine,*" be now read a first time.  
 Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and, by leave, to be read a second time this day.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
 "*An Act to apply out of the Consolidated Revenue the sum of One million one hundred and eighteen thousand six hundred and twelve pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*"  
 Question—put and resolved in the affirmative.  
 Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.
11. **COMPANIES ACT 1890 AMENDMENT BILL.**—The Order of the Day for the third reading of this Bill having been read—Bill, on the motion of the Honorable Lieut.-Col. Sir F. T. Sargood, read a third time and passed.  
 The Honorable Lieut.-Col. Sir F. T. Sargood moved, That the following be the title of the Bill :—  
 "*An Act to amend Section 303 of the 'Companies Act 1890.'*"  
 Question—put and resolved in the affirmative.  
 Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
12. **PLURAL VOTING ABOLITION BILL.**—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
 Resolved—That the Council will, on Wednesday, 2nd November next, again resolve itself into the said Committee.
13. **ADJOURNMENT.**—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Wednesday, 2nd November next.  
 Question—put and resolved in the affirmative.

And then the Council, at thirteen minutes past ten o'clock, adjourned until Wednesday, 2nd November next.

GEORGE H. JENKINS,  
 Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 22.

WEDNESDAY, 2<sup>ND</sup> NOVEMBER, 1898.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. A. WYNNE : To move, That a Select Committee be appointed to inquire into and report upon the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways ; such Committee to consist of the Honorables J. H. Abbott, J. Bell, D. Melville, E. Morey, Sir A. Snowden, J. Sternberg, and J. A. Wallace, with power to send for persons, papers, and records ; three to be the quorum.

ORDER OF THE DAY :—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.

*Government Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. CUTHBERT : To move, That the Wages Attachment Bill be now read a second time.

ORDER OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.

TUESDAY, 8<sup>TH</sup> NOVEMBER.

*General Business.*

ORDER OF THE DAY :—

1. CREMATION BILL—To be further considered in Committee.

WEDNESDAY, 16<sup>TH</sup> NOVEMBER.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. J. WRIXON : To move, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Wednesday, 2nd November.*

EXPORTED PRODUCTS BILL—at three o'clock.

(160 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 20TH OCTOBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 21.

Notices of Motion and Orders of the Day. No. 22.

Cremation Bill.—New Clauses to be proposed by the Hon. F. S. Grimwade. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 46, 47, and 48.

Notices of Motion and Orders of the Day. No. 49.

Weekly Report of Divisions. No. 9.

Land Bill—

Amendment to be proposed by Mr. Hamilton. (To Members only.)

New Clause to be proposed in Committee by Mr. Staughton. (To Members only.)

Immigration Restriction Bill.—Amendments of the Legislative Council. (To Members only.)

Auction Sales Bill.—Amendments to be proposed by Sir George Turner. (To Members only.)

Electric Light and Power Bill.—Amendments of the Legislative Council. (To Members only.)

Public Debt of Victoria. C.—No. 7.

Report of the Minister of Public Instruction for the Year 1897–8. No. 33.

Statement of Expenditure under Schedule D to 18 & 19 Vict., Cap. 55, during the Year 1897–8. No. 45.

Exhibition Trustees.—Report of Proceedings and Statement of Income and Expenditure for Year ended 30th June, 1898. No. 51.

## VICTORIA.

No. 23.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 2ND NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend the 'Justices Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 2nd November, 1898.

F. C. MASON,  
Speaker.

5. JUSTICES ACT 1890 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Justices Act 1890,'*" be now read a first time. WOLSAO  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday next.

6. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend the 'Auction Sales Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 2nd November, 1898.

F. C. MASON,  
Speaker.

7. AUCTION SALES ACT 1890 AMENDMENT BILL.—The Honorable J. Bell moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Auction Sales Act 1890,'*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday next.

8. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

BRASSEY,  
Governor.

Message No. 9.

The Governor informs the Legislative Council that he has, on this day, at the Government Offices, given the Royal Assent to the undermentioned Act of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

"*An Act to apply out of the Consolidated Revenue the sum of One million one hundred and eighteen thousand six hundred and twelve pounds to the service of the year One thousand eight hundred and ninety-eight and ninety-nine.*"

Government Offices,  
Melbourne, 26th October, 1898.

9. **ELECTRIC TRACTION ON RAILWAYS.**—The Honorable A. Wynne moved, That a Select Committee be appointed to inquire into and report upon the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways; such Committee to consist of the Honorables J. H. Abbott, J. Bell, D. Melville, E. Morey, Sir A. Snowden, J. Sternberg, and J. A. Wallace, with power to send for persons, papers, and records; three to be the quorum.  
Question—put and resolved in the affirmative.

10. **DISCHARGE OF ORDER OF THE DAY.**—On the motion of the Honorable D. Melville the following Order of the Day was read and discharged:—

*Electric Traction on Railways*—Resumption of debate on the question—*That in view of the enormous development of electricity as a motive power during the past five years in the United States of America, Canada, Great Britain, and on the continent of Europe, the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways, be referred to the Railways Standing Committee for investigation and report.*

11. **WAGES ATTACHMENT BILL.**—The Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable J. Bell reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

12. **POSTPONEMENT OF ORDER OF THE DAY.**—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next:—

*Plural Voting Abolition Bill—To be further considered in Committee.*

13. **ADJOURNMENT.**—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at eleven minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 23.

TUESDAY, 8TH NOVEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. WAGES ATTACHMENT BILL—To be further considered in Committee.
2. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.

*General Business.*

ORDER OF THE DAY:—

1. CREMATION BILL—To be further considered in Committee.

WEDNESDAY, 9TH NOVEMBER.

*General Business.*

ORDERS OF THE DAY:—

1. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
2. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

WEDNESDAY, 16TH NOVEMBER.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. Sir H. J. WRIXON: To move, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Tuesday, 8th November.*

EXPORTED PRODUCTS BILL—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 27TH OCTOBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 22.

Notices of Motion and Orders of the Day. No. 23.

Auction Sales Bill—[58]. (To Members of Council only.)

Justices Bill—[64]. (To Members of Council only.)

Hare System of Election in Tasmania. C 3.

Votes and Proceedings of the Legislative Assembly. Nos. 49, 50, and 51.

Notices of Motion and Orders of the Day. No. 52.

Weekly Report of Divisions. No. 10.

Land Bill.—Amendment to be proposed by Mr. Watt. (To Members only.)

Companies Bill—[95]. (To Members only.)

Geelong Market Site Bill—[101].



## VICTORIA.

No. 24.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 8TH NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **MEAT SUPERVISION BILL.**—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill for the proper supervision of the Slaughtering of Animals and the Sale of Meat and for other purposes.  
Question—put and resolved in the affirmative.  
Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.  
The Honorable Sir H. Cuthbert then brought up a Bill intituled "*A Bill for the proper supervision of the Slaughtering of Animals and the Sale of Meat and for other purposes,*" and moved, That it be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.
5. **DENTISTS LAW AMENDMENT BILL.**—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to amend the law relating to Dentists.  
Question—put and resolved in the affirmative.  
Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.  
The Honorable Sir H. Cuthbert then brought up a Bill intituled "*A Bill to amend the law relating to Dentists,*" and moved, That it be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.
6. **PAPERS.**—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—  
Statistical Register of the Colony of Victoria for the year 1897.—Part IV.—Population (exclusive of Municipal Finances).  
Thirty-fourth Report of the Board for the Protection of the Aborigines.  
Severally ordered to lie on the Table.  
The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—  
Land Act 1890.—Part I.—Additional Regulations.—(Chapter XI.).  
Settlement on Lands Act 1893.—Alteration of Regulations.—(Parts I. and II.).  
Water Act 1890.—Western Wimmera Irrigation and Water Supply Trust.—Regulation No. 24.  
The Constitution Act Amendment Act 1890.—Statement of Temporary Appointments in the Department of the Library of Parliament.  
Municipalities' Loans Extension Act 1898.—Regulations.  
Summary of Statements for year 1897 made by Companies transacting Life Assurance Business in Victoria.
7. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—  
**MR. PRESIDENT—**  
The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to further amend the 'Melbourne and Metropolitan Board of Works Act 1890,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 8th November, 1898.

8. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL.—The Honorable D. Melville moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the ‘Melbourne and Metropolitan Board of Works Act 1890,’*” be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.
9. WAGES ATTACHMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.  
On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
“*An Act to regulate Attachment of Wages.*”  
Question—put and resolved in the affirmative.  
Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.
10. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next :—  
*Plural Voting Abolition Bill—To be further considered in Committee.*
11. CREMATION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.
12. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.  
Question—put and resolved in the affirmative.
- And then the Council, at sixteen minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

---

## *Notices of Motion and Orders of the Day.*

---

No. 24.

---

TUESDAY, 15<sup>TH</sup> NOVEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. MEAT SUPERVISION BILL—Second reading.
2. DENTISTS LAW AMENDMENT BILL—Second reading.
3. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.

*General Business.*

ORDERS OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL—  
Second reading.
  2. CREMATION BILL—To be further considered in Committee.
  3. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
  4. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.
- 

WEDNESDAY, 16<sup>TH</sup> NOVEMBER.

*General Business.*

NOTICE OF MOTION:—

1. The Hon. Sir H. J. WRIXON: To move, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

## MEETINGS OF SELECT COMMITTEES.

*Tuesday, 15th November.*

EXPORTED PRODUCTS BILL—at two o'clock.  
ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

(160 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 3RD NOVEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 23.

Notices of Motion and Orders of the Day. No. 24.

Melbourne and Metropolitan Board of Works Bill—[48]. (To Members of Council only.)

Wages Attachment Bill.—Amendments to be proposed by the Hon. Sir A. Snowden. (To Members of Council only.)

Cremation Bill.—Amendment to be proposed by the Hon. F. S. Grimwade. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 52 and 53.

Notices of Motion and Orders of the Day. No. 54.

Weekly Report of Divisions. No. 11.

Land Bill—[2]. (To Members only.)

Land Bill—

Amendments to be proposed by Mr. Best. (To Members only.)

Amendments to be proposed by Mr. Bailes. (To Members only.)

Amendments to be proposed on the Third Reading by Mr. McColl. (To Members only.)

Amendments to be moved on the Third Reading by Mr. Bailes and Mr. Hamilton. (To Members only.)

New Clause to be proposed by Mr. Thomson on the Third Reading. (To Members only.)

Constitution Act Amendment Bill.—New Clause to be proposed in Committee by Mr. J. W. Mason. (To Members only.)

Second Report from the Committee of Public Accounts. D.—No. 2.

## VICTORIA.

No. 25.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 15<sup>TH</sup> NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PETITION.—The Honorable Lieut.-Col. Sir F. T. Sargood presented a Petition from Members of the Melbourne and Metropolitan Board of Works praying that the Council would decline to pass the Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill.  
Petition read, ordered to lie on the Table, and referred to the Committee on the Melbourne and Metropolitan Board of Works Act 1890 Further Amendment Bill.
5. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to further amend Part IV. of the *Police Offences Act 1890* and for other purposes.  
Question—put and resolved in the affirmative.  
Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.  
The Honorable Sir H. Cuthbert then brought up a Bill intituled "*A Bill to further amend Part IV. of the 'Police Offences Act 1890' and for other purposes,*" and moved, That it be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.
6. MEAT SUPERVISION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
The Honorable J. C. Campbell moved, That the debate be now adjourned.  
Debate continued.  
Question—That the debate be now adjourned—put and negatived.  
Debate on the question, That this Bill be now read a second time, further continued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.
7. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—
  - Dentists Law Amendment Bill—Second reading.*
  - Plural Voting Abolition Bill—To be further considered in Committee.*
  - Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill—Second reading.*
  - Cremation Bill—To be further considered in Committee.*
  - Justices Act 1890 Amendment Bill—Second reading.*
  - Auction Sales Act 1890 Amendment Bill—Second reading.*

And then the Council, at seventeen minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 25.

WEDNESDAY, 16TH NOVEMBER, 1898.

*Question.*

1. The Hon. S. FRASER : To call attention to the unnecessary expense and hardships to which importers of stock are subjected in this colony in comparison with the facilities afforded to importers of stock in the other colonies ; and to ask if the Government will at once take this most important question into consideration.

*General Business.*

NOTICE OF MOTION :—

1. The Hon. Sir H. J. WRIXON : To move, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

ORDERS OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
2. CREMATION BILL—To be further considered in Committee.
3. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
4. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

*Government Business.*

ORDERS OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.
2. MEAT SUPERVISION BILL—To be further considered in Committee.
3. DENTISTS LAW AMENDMENT BILL—Second reading.

TUESDAY, 22ND NOVEMBER.

*Government Business.*

ORDER OF THE DAY :—

1. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Wednesday, 16th November.*

EXPORTED PRODUCTS BILL—at two o'clock.  
ELECTRIC TRACTION ON RAILWAYS—at half-past three o'clock.

(120 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 10<sup>TH</sup> NOVEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 24.

Notices of Motion and Orders of the Day. No. 25.

Meat Supervision Bill—[3].

Justices Bill.—New Clause to be proposed by the Hon. J. H. Abbott. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 54 and 55.

Notices of Motion and Orders of the Day. No. 56.

Weekly Report of Divisions. No. 12.

Land Bill—

Amendments to be proposed on Third Reading by Mr. McColl, Mr. Salmon, and Mr. Craven. (To Members only.)

Amendment to be proposed on Third Reading by Mr. Irvine. (To Members only.)

Constitution Act Amendment Bill.—New Clause to be moved in Committee by Mr. Maloney. (To Members only.)

Wages Attachment Bill.—Amendments of the Legislative Council. (To Members only.)

Statistical Register of Victoria for 1897—

Part III.—Vital Statistics, &c. No. 40.

Part IV.—Population (exclusive of Municipal Finances). No. 48.

Report from Parliamentary Standing Committee on Railways on Proposed Direct Railway from Melbourne to Collingwood, &c. Report No. 8.

## VICTORIA.

No. 26.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 16TH NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. RELIGIOUS INSTRUCTION IN STATE SCHOOLS.—The Honorable Sir H. J. Wrixon moved, That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours.

Debate ensued.

The Honorable Lieut.-Col. Sir F. T. Sargood moved, as an amendment, That the words—" provided that such religious instruction shall not interfere with the four hours' secular instruction as required by the Act" be added to the motion.

Debate continued.

The Honorable N. Levi moved, That the debate be now adjourned.

Debate further continued.

Question—That the debate be now adjourned—put and negatived.

Question—That the words proposed to be added be so added—put and resolved in the affirmative.

Question—That this House, without entering upon the general question of religious instruction as it applies to the State system of education, desires to record its approval of the proposal of the Honorable the Minister of Public Instruction that the Act should be amended so that the recognised teacher of religion should, with the consent and approval of the Board of Advice, or of the Department where there was no Board, be enabled to give religious instruction to those children whose parents do not object, during the school hours, provided that such religious instruction shall not interfere with the four hours' secular instruction as required by the Act—put.

The Council divided.

Ayes, 18.

The Hon. J. Balfour  
J. Bell  
F. Brown  
T. Comrie  
T. Dowling  
S. Fraser  
F. S. Grimwade  
D. Ham  
W. Knox  
E. Morey  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
G. Simmie  
Sir A. Snowden  
J. A. Wallace  
Sir H. J. Wrixon.

Tellers.

S. W. Cooke  
C. J. Ham.

Noes, 7.

The Hon. J. C. Campbell  
E. J. Crooke  
N. FitzGerald  
G. Godfrey  
P. Phillips.

Tellers.

N. Levi  
D. Melville.

And so it was resolved in the affirmative.

5. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Defences and Discipline Act 1890.—Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations (Part VII.).

Water Act 1890.—Wandella Irrigation and Water Supply Trust.—Control of Lake Meering and Little Lake Meering.

The Constitution Act Amendment Act 1890.—Part IX.—

Statement showing the Names, Remuneration, Duties, &c., of all persons temporarily employed in the Departments of the Legislative Council and the Parliament Gardens.

Statement showing the Names, Remuneration, Duties, &c., of all persons temporarily employed in the Department of the Legislative Assembly under the authority of Part IX. of *The Constitution Act Amendment Act* 1890 during the period from 17th November, 1897, to 15th November, 1898.

Victorian Railways.—Report of the Victorian Railways Commissioner for the quarter ending 30th September, 1898.

Public Service Act 1890.—Regulations.

6. PETITION.—The Honorable C. J. Ham presented a Petition from the Corporation of the Mayor, Aldermen, Councillors, and Citizens of the City of Melbourne, praying that the Council would reject the Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill.

Petition read, ordered to lie on the Table, and referred to the Committee on the Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to further amend the Land Acts and for other purposes,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 16th November, 1898.

8. LAND ACTS FURTHER AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further amend the Land Acts and for other purposes,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday next.

9. CREMATION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause 1.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clause 1 and agreed to the same with a further amendment.

The Honorable F. S. Grimwade moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable F. S. Grimwade the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable F. S. Grimwade, the Bill was read a third time and passed. The Honorable F. S. Grimwade moved, That the following be the title of the Bill :—

"*An Act to regulate Cremation and for other purposes.*"

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

10. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until to-morrow at five o'clock.

Debate ensued.

Question—put and resolved in the affirmative.

11. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill—Second reading.*

*Justices Act 1890 Amendment Bill—Second reading.*

*Auction Sales Act 1890 Amendment Bill—Second reading.*

*Plural Voting Abolition Bill—To be further considered in Committee.*

*Meat Supervision Bill—To be further considered in Committee.*

*Dentists Law Amendment Bill—Second reading.*

And then the Council, at twenty-eight minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 26.

THURSDAY, 17<sup>TH</sup> NOVEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.
2. MEAT SUPERVISION BILL—To be further considered in Committee.
3. DENTISTS LAW AMENDMENT BILL—Second reading.

*General Business.*

ORDERS OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL—  
Second reading.
2. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
3. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

TUESDAY, 22<sup>ND</sup> NOVEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading.

WEDNESDAY, 23<sup>RD</sup> NOVEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Thursday, 17th November.*

- EXPORTED PRODUCTS BILL—at two o'clock.  
ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 16<sup>TH</sup> NOVEMBER, 1898.

Notices of Motion and Orders of the Day. No. 26.  
Land Bill—[2]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 57.  
Administration and Probate Bill.—Amendments to be proposed by Mr. McColl. (To Members only.)



## VICTORIA.

No. 27.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

THURSDAY, 17TH NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.
5. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to amend the 'Electric Light and Power Act 1896,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendments made in such Bill by the Legislative Council.

Legislative Assembly,  
Melbourne, 17th November, 1898.

F. C. MASON,  
Speaker.

6. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to regulate Attachment of Wages,*" and acquaint the Legislative Council that the Legislative Assembly have disagreed with one of the amendments made in such Bill by the Legislative Council, and have agreed to the other amendment with an amendment, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 17th November, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

7. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Meat Supervision Bill—To be further considered in Committee.*

*Dentists Law Amendment Bill—Second reading.*

*Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill—Second reading.*

*Justices Act 1890 Amendment Bill—Second reading.*

*Auction Sales Act 1890 Amendment Bill—Second reading.*

And then the Council, at seventeen minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 27.

TUESDAY, 22<sup>ND</sup> NOVEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—To be further considered in Committee.
2. WAGES ATTACHMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
3. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading.
4. MEAT SUPERVISION BILL—To be further considered in Committee.
5. DENTISTS LAW AMENDMENT BILL—Second reading.

*General Business.*

ORDERS OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
2. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
3. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

WEDNESDAY, 23<sup>RD</sup> NOVEMBER.

*Government Business.*

ORDER OF THE DAY :—

1. LAND ACTS FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Tuesday, 22nd November.*

- EXPORTED PRODUCTS BILL—at two o'clock.  
ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 17<sup>TH</sup> NOVEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 25.  
Notices of Motion and Orders of the Day. No. 27.

Notices of Motion and Orders of the Day. No. 58.

Vine Disease Bill—[1].

Treasury Bonds Bill—[109].

Treasury Bonds Bill (No. 2)—[110].

Thirty-fourth Report of Board for the Protection of the Aborigines. No. 53.

Report of Victorian Railways Commissioner for Quarter ending 30th September, 1898. No. 57



## VICTORIA.

No. 28.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 22ND NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PETITION.—The Honorable N. FitzGerald presented a Petition from the President, Councillors, and Ratepayers of the Shire of Strathfieldsaye, praying that the Council would withhold its assent to the Meat Supervision Bill until the municipalities have had an opportunity of showing how injuriously they will be affected by its operation, and to allow them time to further investigate its effects.  
Petition read, ordered to lie on the Table, and referred to the Committee on the Meat Supervision Bill.
5. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—  
MR. PRESIDENT—  
The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes,*" with which they desire the concurrence of the Legislative Council.  
Legislative Assembly,  
Melbourne, 22nd November, 1898.  
F. C. MASON,  
Speaker.
6. PURIFICATION OF ROLLS BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes,*" be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.
7. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—  
Heathcote Waterworks Trust.—Application for Additional Loan of £850.—Detailed Statement and Report.  
Defences and Discipline Act 1890.—Victorian Naval and Military Forces.—Addition to Financial and Store Regulations (Part V.).  
Savings Banks.—Statements and Returns for the year ended 30th June, 1898.
8. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
The Honorable W. McCulloch moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.  
Ordered—That the Bill be read a third time to-morrow.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Issue of Treasury Bonds,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 22nd November, 1898.

F. C. MASON,  
Speaker.

10. TREASURY BONDS BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Issue of Treasury Bonds,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Thursday next.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the Issue of Treasury Bonds (No. 2),*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 22nd November, 1898.

F. C. MASON,  
Speaker.

12. TREASURY BONDS BILL (No. 2).—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Issue of Treasury Bonds (No. 2),*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Thursday next.

13. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to amend the 'Registration of Births Deaths and Marriages Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 22nd November, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration on Thursday next.

14. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Wages Attachment Bill—Message from the Legislative Assembly—To be taken into consideration.*  
*Police Offences Act 1890 (Part IV.) further Amendment Bill—Second reading.*  
*Meat Supervision Bill—To be further considered in Committee.*  
*Dentists Law Amendment Bill—Second reading.*  
*Melbourne and Metropolitan Board of Works Act 1890 further Amendment Bill—Second reading.*  
*Justices Act 1890 Amendment Bill—Second reading.*  
*Auction Sales Act 1890 Amendment Bill—Second reading.*

And then the Council, at twenty-eight minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 28.

WEDNESDAY, 23<sup>RD</sup> NOVEMBER, 1898.

*Question.*

1. The Hon. D. MELVILLE: To call the attention of the Honorable the Minister of Defence to the Lilydale and Warburton Railway and the statement of the Right Honorable the Premier contained in *Hansard*, vol. 86, p. 2200; and to ask if the Construction Bill will be introduced this Session.

*General Business.*

ORDERS OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
2. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
3. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—Second reading.
2. PLURAL VOTING ABOLITION BILL—Third reading.
3. WAGES ATTACHMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
4. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading.
5. MEAT SUPERVISION BILL—To be further considered in Committee.
6. DENTISTS LAW AMENDMENT BILL—Second reading.

THURSDAY, 24<sup>TH</sup> NOVEMBER.

*Government Business.*

ORDERS OF THE DAY:—

1. TREASURY BONDS BILL—Second reading.
2. TREASURY BONDS BILL (No. 2)—Second reading.
3. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

TUESDAY, 29<sup>TH</sup> NOVEMBER.

*Government Business.*

ORDER OF THE DAY:—

1. PURIFICATION OF ROLLS BILL—Second reading.

CONTINGENT NOTICE OF MOTION.

*On the Third Reading of the Plural Voting Abolition Bill—*

1. The Hon. Sir A. SNOWDEN: To move, That in the opinion of the Council this Bill comes within the operation of section 60 of *The Constitution Act*, and consequently requires to be passed with the concurrence of an absolute majority of the whole number of the Members of the Legislative Council and of the Legislative Assembly respectively.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# MEETINGS OF SELECT COMMITTEES.

*Wednesday, 23rd November.*

**ELECTRIC TRACTION ON RAILWAYS**—at three o'clock.

**EXPORTED PRODUCTS BILL**—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED SINCE 17<sup>TH</sup> NOVEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 26 and 27.

Notices of Motion and Orders of the Day. No. 28.

The Constitution Act Amendment Bill (Purification of Rolls)—[16]. (To Members of Council only.)

The Constitution Act Amendment Bill (Plural Voting)—[29]. (To Members of Council only.)

Police Offences Bill—[71].

Treasury Bonds Bill—[109]. (To Members of Council only.)

Treasury Bonds Bill (No. 2)—[110]. (To Members of Council only.)

Melbourne and Metropolitan Board of Works Bill.—New Clause to be proposed by the Hon. G. Godfrey.  
(To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 56, 57, and 58.

Notices of Motion and Orders of the Day. No. 59.

Weekly Report of Divisions. No. 13.

Cremation Bill—[78]. (To Members only.)

Melbourne to Collingwood Railway Construction Bill—[107].

Railway Officers and Employés' Classification Bill.—Amendments to be proposed in Committee by Mr. Sangster and Mr. Maloney. (To Members only.)

Marriage Bill.—Amendment to be proposed by Mr. J. B. Tucker. (To Members only.)

## VICTORIA.

No. 29.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 23RD NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to provide for the adoption of the British Pharmacopœia,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the same without amendment.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

5. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to indemnify the Councillors of various Municipalities for Borrowing Moneys by Overdrafts on Bankers for the purposes of their Municipalities contrary to the provisions of the 'Local Government Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

6. MUNICIPAL OVERDRAFTS INDEMNITY BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to indemnify the Councillors of various Municipalities for Borrowing Moneys by Overdrafts on Bankers for the purposes of their Municipalities contrary to the provisions of the 'Local Government Act 1890,'*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the issuing of Crown Grants of certain Lands at Mildura,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

8. MILDURA CROWN GRANTS BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the issuing of Crown Grants of certain Lands at Mildura,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to enable the Mayor Aldermen Councillors and Citizens of the City of Melbourne to raise a further sum or sums of money not exceeding Two hundred and fifty thousand pounds and for other purposes,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

10. MELBOURNE ELECTRIC LIGHTING LOAN BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to enable the Mayor Aldermen Councillors and Citizens of the City of Melbourne to raise a further sum or sums of money not exceeding Two hundred and fifty thousand pounds and for other purposes,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to amend the ‘Vine Disease Act 1890,’*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

12. VINE DISEASE ACT 1890 AMENDMENT BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to amend the ‘Vine Disease Act 1890,’*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

13. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to provide for the Remuneration of the Parliamentary Standing Committee on Railways,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 23rd November, 1898.

F. C. MASON,  
Speaker.

14. RAILWAYS STANDING COMMITTEE REMUNERATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to provide for the Remuneration of the Parliamentary Standing Committee on Railways,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

15. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to further continue in force Part III. of the *Employers and Employés Act 1890*.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to further continue in force Part III. of the ‘Employers and Employés Act 1890,’*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

16. HAWKERS AND PEDLERS LAW AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, by leave, That he have leave to bring in a Bill to amend the Law relating to Hawkers and Pedlers.

Question—put and resolved in the affirmative.

Ordered—That the Honorable Sir H. Cuthbert do prepare and bring in the Bill.

The Honorable Sir H. Cuthbert then brought up a Bill intituled “*A Bill to amend the Law relating to Hawkers and Pedlers,*” and moved, That it be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Tuesday next.

17. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 FURTHER AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable D. Melville moved, That this Bill be now read a second time.

Debate ensued.

Question—put and negatived.

18. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the third reading of this Bill having been read—the Honorable Sir A. Snowden moved, That in the opinion of the Council this Bill comes within the operation of section 60 of *The Constitution Act*, and consequently requires to be passed with the concurrence of an absolute majority of the whole number of the Members of the Legislative Council and of the Legislative Assembly respectively.

Debate ensued.

The Honorable N. Levi moved, That the debate be now adjourned.

Question—That the debate be now adjourned—put and negatived.

The President said:—On a former occasion I gave my ruling that this Bill, being an amendment of *The Constitution Act Amendment Act*, did not require an absolute majority. It is my opinion that it comes under section 61 of *The Constitution Act*, and that that section to a certain extent overrides section 60. This view has been followed for the last 40 years, and it has been supported by some of the most eminent constitutional authorities, including Sir William Stawell, Mr. Justice Fellows, and Dr. Hearn. There is a great deal in what Sir Arthur Snowden has said, and when I first looked at the Act I was entirely of his opinion. If section 60 does in any way override section 61, the honorable Member is correct, but if section 61 is to be read separately from section 60, and is to be regarded as being independent of it, then I say that the practice that has been observed for the past 40 years is undoubtedly right. I say that with some considerable hesitation. The provisions of our Constitution should not be lightly frittered away, and we should take every step to guard against undue haste in any alterations of the Constitution. But I have before me the fact that an alteration in the qualification of electors was made by a Bill that was passed in 1856 without an absolute majority of the Council and Assembly being required. That Bill was presented on the 27th of November, 1856, and it was assumed that it came under section 61 of *The Constitution Act*. I do not see, therefore, how I can depart from the ruling previously given. The Bill to which I refer was under discussion in the Legislative Assembly from the 27th November, 1856, to the 2nd October, 1857. It was referred to a Select Committee, and it was not held that it required an absolute majority. It was introduced in the Legislative Council on the 2nd October, 1857, and the same view was adopted.

Motion—That in the opinion of the Council this Bill comes within the operation of section 60 of *The Constitution Act*, and consequently requires to be passed with the concurrence of an absolute majority of the whole number of the Members of the Legislative Council and of the Legislative Assembly respectively—by leave, withdrawn.

The Honorable W. McCulloch moved, That this Bill be now read a third time.

Question—put and resolved in the affirmative.—Bill read a third time.

The Honorable W. McCulloch moved, That this Bill do pass.

Question—put and resolved in the affirmative.

The Honorable W. McCulloch moved, That the following be the title of the Bill:—

*“An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

19. WAGES ATTACHMENT BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council, disagreed with by the Legislative Assembly or agreed to with an amendment, having been read, the said amendments were read and are as follow:—

Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

- |   |                     |
|---|---------------------|
| (1) Clause 3, line 18, omit “Four” and insert “Two” ... | ... Disagreed with. |
| (2) Insert the following new clause:—                   |                     |

<p>A. This Act shall continue in force until the first day of January One thousand nine hundred and one and thence until the end of the next ensuing session of Parliament.</p>	}	<p>Agreed to with the following amendment:—Omit the second word “one” in line 2, and insert “two.”</p>
---	---	--

Amendment 1, after debate, not insisted on.

Amendment of the Legislative Assembly in amendment 2 agreed to.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council do not insist on their amendment in this Bill disagreed with by the Legislative Assembly, and have agreed to the amendment of the Legislative Assembly in new clause A.

20. DENTISTS LAW AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council, after debate, adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to amend the law relating to Dentists.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

21. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Justices Act 1890 Amendment Bill—Second reading.*

*Auction Sales Act 1890 Amendment Bill—Second reading.*

*Land Acts further Amendment Bill—Second reading.*

*Police Offences Act 1890 (Part IV.) further Amendment Bill—Second reading.*

*Meat Supervision Bill—To be further considered in Committee.*

And then the Council, at fifty-four minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 29.

THURSDAY, 24<sup>TH</sup> NOVEMBER, 1898.

*Questions.*

1. The Hon. G. GODFREY : To ask the Honorable the Solicitor-General the cause of the delay in the issue of the Amended Insolvency Rules, and when the Rules will be issued.
2. The Hon. J. A. WALLACE : To ask the Honorable the Solicitor-General whether the Government will introduce a clause in the Bill to amend the Administration and Probate Acts to make bequests in favour of charitable institutions free from probate duty.

*Government Business.*

NOTICE OF MOTION:—

1. The Hon. Sir H. CUTHBERT : To move, That during the remainder of the Session the Council shall meet for the despatch of business on Friday, and that half-past four o'clock be the hour of meeting.

ORDERS OF THE DAY:—

1. TREASURY BONDS BILL—Second reading.
2. TREASURY BONDS BILL (No. 2)—Second reading.
3. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
4. MILDURA CROWN GRANTS BILL—Second reading.
5. MELBOURNE ELECTRIC LIGHTING LOAN BILL—Second reading.
6. VINE DISEASE ACT 1890 AMENDMENT BILL—Second reading.
7. RAILWAYS STANDING COMMITTEE REMUNERATION BILL—Second reading.
8. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—Second reading.
9. LAND ACTS FURTHER AMENDMENT BILL—Second reading.
10. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading.
11. MEAT SUPERVISION BILL—To be further considered in Committee.

*General Business.*

ORDERS OF THE DAY:—

1. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
2. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

TUESDAY, 29<sup>TH</sup> NOVEMBER.

*Government Business.*

ORDERS OF THE DAY:—

1. PURIFICATION OF ROLLS BILL—Second reading.
2. MUNICIPAL OVERDRAFTS INDEMNITY BILL—Second reading.
3. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Thursday, 24th November.*

ELECTRIC TRACTION ON RAILWAYS—at half-past three o'clock.

*Monday, 28th November.*

PERMANENT ARTILLERY APPOINTMENTS—at half-past two o'clock.

*Wednesday, 30th November.*

EXPORTED PRODUCTS BILL—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 23<sup>RD</sup> NOVEMBER, 1898.

Notices of Motion and Orders of the Day. No. 29.

Vine Disease Bill—[1]. (To Members of Council only.)

Railways Standing Committee Bill—[17]. (To Members of Council only.)

Melbourne Electric Lighting Loan Bill—[66]. (To Members of Council only.)

Mildura Crown Grants Bill—[96]. (To Members of Council only.)

Municipal Overdrafts (Indemnity) Bill—[98]. (To Members of Council only.)

Registration of Births Deaths and Marriages Bill.—Amendments made by the Legislative Assembly.  
(To Members of Council only.)

Notices of Motion and Orders of the Day. No. 60.

Heathcote Waterworks Trust.—Application for Additional Loan of £850. No. 59.

## VICTORIA.

No. 30.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

THURSDAY, 24<sup>TH</sup> NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **ADDITIONAL DAY OF BUSINESS.**—The Honorable Sir H. Cuthbert moved, That during the remainder of the Session the Council shall meet for the despatch of business on Friday, and that half-past Four o'clock be the hour of meeting.  
Question—put and resolved in the affirmative.
5. **PAPERS.**—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—Charitable Institutions.—Report of Inspector for the year ended 30th June, 1898.  
Ordered to lie on the Table.  
The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—
  - Customs Act 1890—
    - Additional Drawback Regulation.
    - Drawback Regulations.—Alteration of Form B.
  - Customs and Excise Duties Act 1890.—Minor Articles.—Stickers.
  - Customs and Excise Duties Act 1895—
    - Minor Articles—
      - Metal Fittings for Razor Strops.
      - “Cue Clips.”
  - Fisheries Act 1890—
    - National Park Reserve, Wilson's Promontory, Season for Fishing.
    - Fishing in the Merri River, Lady Bay, and Hopkins River.
    - Shooting Fish.
6. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly:—  
**MR. PRESIDENT—**  
The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to further amend the ‘Poisons Act 1890,’*” with which they desire the concurrence of the Legislative Council.  

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 24th November, 1898.
7. **POISONS ACT 1890 FURTHER AMENDMENT BILL.**—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the ‘Poisons Act 1890,’*” be now read a first time.  
Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday next.

8. **TREASURY BONDS BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to authorize the Issue of Treasury Bonds.”*  
 Question—put and resolved in the affirmative.  
 Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.
9. **TREASURY BONDS BILL (No. 2).**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to authorize the Issue of Treasury Bonds (No. 2).”*  
 Question—put and resolved in the affirmative.  
 Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.
10. **MILDURA CROWN GRANTS BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
 Debate ensued.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
 The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—  
*“ An Act to authorize the issuing of Crown Grants of certain Lands at Mildura.”*  
 Question—put and resolved in the affirmative.  
 Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.
11. **MELBOURNE ELECTRIC LIGHTING LOAN BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.  
 Question—put and resolved in the affirmative.—Bill read a second time.  
 The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.  
 Question—put and resolved in the affirmative.  
 And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
 The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.  
 On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.  
 And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to enable the Mayor Aldermen Councillors and Citizens of the City of Melbourne to raise a further sum or sums of money not exceeding Two hundred and fifty thousand pounds and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

12. VINE DISEASE ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to amend the ‘ Vine Disease Act 1890.’ ”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

13. RAILWAYS STANDING COMMITTEE REMUNERATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to provide for the Remuneration of the Parliamentary Standing Committee on Railways.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

14. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled *“ An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood,”* with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 24th November, 1898.

F. C. MASON,  
Speaker.

15. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled *“ An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood,”* be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time on Wednesday next.

16. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

The Honorable Sir A. Snowden moved, That the debate be now adjourned.

Debate continued.

Question—That the debate be now adjourned—put and resolved in the affirmative.

Ordered—That the debate be adjourned until Tuesday next.

17. MEAT SUPERVISION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.

18. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to amend the Administration and Probate Acts,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 24th November, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

19. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to further amend the law relating to Marriage,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with an amendment, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 24th November, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

20. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—

*Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*  
*Employers and Employés Act 1890 (Part III.) further Continuation Bill—Second reading.*  
*Land Acts further Amendment Bill—Second reading.*  
*Justices Act 1890 Amendment Bill—Second reading.*  
*Auction Sales Act 1890 Amendment Bill—Second reading.*

21. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at twenty minutes past ten o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 30.

TUESDAY, 29<sup>TH</sup> NOVEMBER, 1898.

*Questions.*

1. The Hon. J. A. WALLACE: To ask the Honorable the Solicitor-General whether the Government will introduce a clause in the Bill to amend the Administration and Probate Acts to make bequests in favour of charitable institutions free from probate duty.
2. The Hon. J. BELL: To ask the Honorable the Minister of Defence if it is the intention of the Government to take any action in connexion with the recommendation of the Parliamentary Standing Committee on Railways for the extension of a railway to Mildura.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—Second reading.
2. PURIFICATION OF ROLLS BILL—Second reading.
3. MUNICIPAL OVERDRAFTS INDEMNITY BILL—Second reading.
4. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
5. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—Second reading.
6. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading—*Resumption of debate.*
7. MEAT SUPERVISION BILL—To be further considered in Committee.
8. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
10. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

*General Business.*

ORDERS OF THE DAY:—

1. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
2. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

WEDNESDAY, 30<sup>TH</sup> NOVEMBER.

*Question.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.

*Government Business.*

ORDERS OF THE DAY:—

1. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
2. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Monday, 28th November.*

PERMANENT ARTILLERY APPOINTMENTS—at half-past two o'clock.

*Tuesday, 29th November.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

*Wednesday, 30th November.*

EXPORTED PRODUCTS BILL—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 24TH NOVEMBER, 1898.

Notices of Motion and Orders of the Day. No. 30.

Poisons Bill—[34]. (To Members of Council only.)

Employers and Employés Bill—[102].

Melbourne to Collingwood Railway Construction Bill—[107]. (To Members of Council only.)

Hawkers and Pedlers Bill—[111].

Notices of Motion and Orders of the Day. No. 61.

Dentists Bill—[22]. (To Members only.)

Teachers Bill—[32].

Fire Brigades Bill—[100].

Public Service Bill—[105].

Kerang Agricultural Show Yards Sale Bill—[106].

Railway and Public Works Loan Application Bill (No. 2)—[112].

The Constitution Act Amendment Bill.—Amendments of the Legislative Council. (To Members only.)

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 29<sup>TH</sup> NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. RETURN TO WRIT.—The President announced that there had been returned to him the Writ he had issued for the election of a Member to serve for the Gippsland Province, in the place of the Honorable C. Sargeant, resigned; and by the indorsement on such Writ it appeared that Joseph Hoddinott had been elected in pursuance thereof.
5. SWEARING-IN OF MEMBER.—The Honorable J. Hoddinott, being introduced, took and subscribed the oath required by law, and delivered to the Clerk the Declaration required by the thirty-seventh section of the Act No. 1075, as hereunder set forth:—
 

“In compliance with the provisions of the Act 54 Victoria, No. 1075, I, JOSEPH HODDINOTT, do declare and testify that I am legally or equitably seised of or entitled to an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the yearly value of over One hundred pounds above all charges and incumbrances affecting the same, other than any public or parliamentary tax or municipal or other rate or assessment; and further, that such lands or tenements are situated in the municipal district of the Shire of Phillip Island and Woolamai, and are known as Crown allotments eleven, twelve, and thirteen, in the parish of Woolamai, county of Mornington.

“And I further declare that such said lands or tenements are situate in the municipal district of Phillip Island and Woolamai and rated in the rate-book of such district upon a yearly value of Three hundred and eighty pounds.

“And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

“J. HODDINOTT.”
6. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to one of the amendments made in such Bill by the Legislative Council, and have disagreed with the other amendments, with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 29th November, 1898.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

8. MUNICIPAL OVERDRAFTS INDEMNITY BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*"An Act to indemnify the Councillors of various Municipalities for Borrowing Moneys by Overdrafts on Bankers for the purposes of their Municipalities contrary to the provisions of the 'Local Government Act 1890.'"*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

9. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*"An Act to further continue in force Part III. of the 'Employers and Employés Act 1890.'"*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

10. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Purification of Rolls Bill—Second reading.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Police Offences Act 1890 (Part IV.) further Amendment Bill—Second reading—Resumption of debate.*

*Meat Supervision Bill—To be further considered in Committee.*

*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Marriage Law further Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Justices Act 1890 Amendment Bill—Second reading.*

*Auction Sales Act 1890 Amendment Bill—Second reading.*

And then the Council, at fifty-two minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## Notices of Motion and Orders of the Day.

No. 31.

WEDNESDAY, 30TH NOVEMBER, 1898.

### Questions.

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. G. GODFREY: To call the attention of the House to section 13 of the *Stamps Act* 1892, No. 1274, and the effect of it on the purchasers of land by deposit receipts in the liquidating building societies; and to ask the Honorable the Solicitor-General if the Government will bring in a short Bill this Session to amend the section.

### General Business.

#### NOTICE OF MOTION:—

1. The Hon. Sir A. SNOWDEN: To move, That the question of the amendment of *The Constitution Act* and the amendment of amendments of *The Constitution Act*, and the question that was raised on the third reading of the Plural Voting Abolition Bill, be referred to the Standing Orders Committee for consideration and report.

#### ORDERS OF THE DAY:—

1. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
2. AUCTION SALES ACT 1890 AMENDMENT BILL—Second reading.

### Government Business.

#### ORDERS OF THE DAY:—

1. PURIFICATION OF ROLLS BILL—Second reading.
2. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
3. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading—*Resumption of debate.*
4. MEAT SUPERVISION BILL—To be further considered in Committee.
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
8. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
10. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.

TUESDAY, 6TH DECEMBER.

### Government Business.

#### ORDER OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

## MEETINGS OF SELECT COMMITTEES.

### Wednesday, 30th November.

- PERMANENT ARTILLERY APPOINTMENTS—at eleven o'clock.  
EXPORTED PRODUCTS BILL—at three o'clock.  
ELECTRIC TRACTION ON RAILWAYS—at half-past three o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 24TH NOVEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 28, 29, and 30.

Notices of Motion and Orders of the Day. No. 31.

Marriage Bill.—Amendment made by the Legislative Assembly. (To Members of Council only.)

Constitution Act Amendment Bill.—New Clause to be proposed by the Hon. J. Sternberg. (To Members of Council only.)

Administration and Probate Bill.—Amendments made by the Legislative Assembly. (To Members of Council only.)

Plural Voting Abolition Bill.—Amendments of the Legislative Council disagreed with by the Legislative Assembly. (To Members of Council only.)

Auction Sales Bill.—Amendments to be proposed by the Hons. J. C. Campbell and J. Sternberg. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 59, 60, and 61.

Notices of Motion and Orders of the Day. No. 62.

Weekly Report of Divisions. No. 14.

Third Report from the Committee of Public Accounts. D.—No. 3.

## VICTORIA.

No. 32.

## MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

WEDNESDAY, 30TH NOVEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to place certain Restrictions on Immigration*," and acquaint the Legislative Council that the Legislative Assembly have agreed to some of the amendments made in such Bill by the Legislative Council, and have disagreed with others of the said amendments, and have agreed to one of the said amendments with an amendment, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 30th November, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

5. AMENDMENT OF THE CONSTITUTION ACT.—The Honorable Sir A. Snowden moved, That the question of the amendment of *The Constitution Act* and the amendment of amendments of *The Constitution Act*, and the question that was raised on the third reading of the Plural Voting Abolition Bill, be referred to the Standing Orders Committee for consideration and report.  
Debate ensued.  
Question—put and resolved in the affirmative.
6. JUSTICES ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

7. AUCTION SALES ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable J. Sternberg moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable J. Sternberg moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable J. Sternberg, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable J. Sternberg moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable J. Sternberg the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable J. Sternberg, the Bill was read a third time and passed.

The Honorable J. Sternberg moved, That the following be the title of the Bill:—

“*An Act to amend the ‘Auction Sales Act 1890.’*”

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

8. PURIFICATION OF ROLLS BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

9. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow:—

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Police Offences Act 1890 (Part IV.) further Amendment Bill—Second reading—Resumption of debate.*

*Meat Supervision Bill—To be further considered in Committee.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Marriage Law further Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Melbourne and Collingwood Railway Construction Bill—Second reading.*

*Land Acts further Amendment Bill—To be further considered in Committee.*

And then the Council, at thirty-four minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 32.

THURSDAY, 1ST DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY :—

1. PURIFICATION OF ROLLS BILL—To be further considered in Committee.
2. JUSTICES ACT 1890 AMENDMENT BILL—To be further considered in Committee.
3. MEAT SUPERVISION BILL—To be further considered in Committee.
4. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading—*Resumption of debate.*
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
8. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
10. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
11. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.

TUESDAY, 6TH DECEMBER.

*Government Business.*

ORDERS OF THE DAY :—

1. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
2. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

WEDNESDAY, 7TH DECEMBER.

*Question.*

1. The Hon. N. LEVI : To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings ; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Thursday, 1st December.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

---

### PARLIAMENTARY PAPERS ISSUED 30<sup>TH</sup> NOVEMBER, 1898.

Notices of Motion and Orders of the Day. No. 32.

Immigration Restriction Bill.—Amendments made by the Legislative Council and how dealt with by the Legislative Assembly. (To Members of Council only.)

---

Notices of Motion and Orders of the Day. No. 63.

Employers and Employés Bill—[102]. (To Members only.)

## VICTORIA.

No. 33.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

THURSDAY, 1ST DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow.
  - Purification of Rolls Bill—To be further considered in Committee.*
  - Justices Act 1890 Amendment Bill—To be further considered in Committee.*
  - Meat Supervision Bill—To be further considered in Committee.*
  - Police Offences Act 1890 (Part IV.) further Amendment Bill—Second reading—Resumption of debate.*
  - Poisons Act 1890 further Amendment Bill—Second reading.*
  - Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*
  - Marriage Law further Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*
  - Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*
  - Hawkers and Pedlers Law Amendment Bill—Second reading.*
  - Land Acts further Amendment Bill—To be further considered in Committee.*
  - Melbourne and Collingwood Railway Construction Bill—Second reading.*
5. ADJOURNMENT.—The Honorable Sir H. Cuthbert moved, That the House do now adjourn.  
Debate ensued.  
Question—put and resolved in the affirmative.

And then the Council, at two minutes past eight o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 33.

FRIDAY, 2ND DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. PURIFICATION OF ROLLS BILL—To be further considered in Committee.
2. JUSTICES ACT 1890 AMENDMENT BILL—To be further considered in Committee.
3. MEAT SUPERVISION BILL—To be further considered in Committee.
4. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT BILL—Second reading—*Resumption of debate.*
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
8. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
10. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
11. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.

TUESDAY, 6TH DECEMBER.

*Government Business.*

ORDERS OF THE DAY:—

1. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
2. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

WEDNESDAY, 7TH DECEMBER.

*Question.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

# MEETING OF SELECT COMMITTEE.

*Friday, 2nd December.*

ELECTRIC TRACTION ON RAILWAYS—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED 1st DECEMBER, 1898.

Notices of Motion and Orders of the Day. No. 33.

Land Bill—

Amendments to be proposed by the Hon. P. Phillips. (To Members of Council only.)

Amendments to be proposed by the Hon. T. Comrie. (To Members of Council only.)

Amendment to be proposed by the Hons. J. Sternberg and T. Comrie. (To Members of Council only.)

New Clause to be proposed by the Hons. J. Sternberg and T. Comrie. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 64.

Auction Sales Bill.—Amendments of the Legislative Council. (To Members only.)

## VICTORIA.

No. 34.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

FRIDAY, 2ND DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. JUSTICES ACT 1890 AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause B.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clause B and agreed to the same with a further amendment.  
The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.  
On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—  
“*An Act to amend the ‘Justices Act 1890.’*”  
Question—put and resolved in the affirmative.  
Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.
5. POLICE OFFENCES ACT 1890 (PART IV.) FURTHER AMENDMENT Bill.—The Order of the Day for the resumption of the debate on the question, That this Bill be now read a second time, having been read—  
Debate resumed.  
Question—put and resolved in the affirmative.—Bill read a second time.  
The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.  
Question—put and resolved in the affirmative.  
On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.  
And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.  
The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—  
“*An Act to further amend Part IV. of the ‘Police Offences Act 1890’ and for other purposes.*”  
Question—put and resolved in the affirmative.  
Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

6. PURIFICATION OF ROLLS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable W. McCulloch moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause 4.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clause 4 and agreed to the same with a further amendment.

The Honorable W. McCulloch moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill:—

*“ An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

7. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next:—

*Meat Supervision Bill—To be further considered in Committee.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Marriage Law further Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Land Acts further Amendment Bill—To be further considered in Committee.*

*Melbourne and Collingwood Railway Construction Bill—Second reading.*

And then the Council, at fifty-four minutes past six o'clock, adjourned until Tuesday next.

**GEORGE H. JENKINS,**  
*Clerk of the Legislative Council.*

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 34.

TUESDAY, 6TH DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
2. MEAT SUPERVISION BILL—To be further considered in Committee.
3. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
6. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
8. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
9. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
10. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

WEDNESDAY, 7TH DECEMBER.

*Question.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Tuesday, 6th December.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 2ND DECEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 31, 32, and 33.

Notices of Motion and Orders of the Day. No. 34.

Land Bill.—Amendments to be proposed by the Hon. Lt.-Col. Sir F. T. Sargood. (To Members of Council only.)



## VICTORIA.

No. 35.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 6TH DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

BRASSEY,  
Governor.

Message No. 10.

The Governor informs the Legislative Council that he has, on this day, at the Government Offices, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

- “An Act to amend the ‘Electric Light and Power Act 1896.’”
- “An Act to provide for the adoption of the British Pharmacopœia.”
- “An Act to regulate Attachment of Wages.”
- “An Act to authorize the Issue of Treasury Bonds.”
- “An Act to authorize the Issue of Treasury Bonds (No. 2).”
- “An Act to authorize the issuing of Crown Grants of certain Lands at Mildura.”
- “An Act to enable the Mayor Aldermen Councillors and Citizens of the City of Melbourne to raise a further sum or sums of money not exceeding Two hundred and fifty thousand pounds and for other purposes.”
- “An Act to amend the ‘Vine Disease Act 1890.’”
- “An Act to provide for the Remuneration of the Parliamentary Standing Committee on Railways.”
- “An Act to indemnify the Councillors of various Municipalities for Borrowing Moneys by Overdrafts on Bankers for the purposes of their Municipalities contrary to the provisions of the ‘Local Government Act 1890.’”

Government Offices,  
Melbourne, 5th December, 1898.

5. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

BRASSEY,  
Governor.

Message No. 11.

With reference to the Joint Resolution adopted by the Legislative Council and Legislative Assembly on the 13th September ultimo, and transmitted by telegram to the Right Honorable the Secretary of State for the Colonies on the same date, expressing deep sympathy with the Austrian nation on the death of Her Most Gracious Majesty the Empress, and sincere condolence with His Majesty the Emperor and Members of the Royal Family, the Governor begs to transmit to the Legislative Council a copy of a despatch which has been received from Her Majesty's  
12th Oct., 1898. Embassy at Vienna, conveying the thanks of His Imperial Majesty the Emperor of Austria for the message of sympathy contained in the Resolution.

Government House,  
Melbourne, 6th December, 1898.

[COPY.]

No. 9.

Treaty.

MY LORD,

Vienna,  
12th October, 1898.

On receipt of Your Lordship's despatch of this series, No. 11, of the 28th ultimo, I at once transmitted, through the proper channel, a copy of a telegram of condolence sent to the Emperor of Austria by both Houses of the Colonial Legislature of Victoria on the occasion of the assassination of the Empress.

I have now received a communication from the Under-Secretary for Foreign Affairs informing me that the telegram has been laid before His Imperial Majesty, who has requested that his thanks may be expressed to the Houses in question for their message of sympathy.

I have, &amp;c.,

(Signed) RALPH MILBANKE.

The Marquess of Salisbury, K.G.,  
&c., &c., &c.

6. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

Water Act 1890—

Swan Hill Irrigation and Water Supply Trust.—Extra Rate.

Wandella Irrigation and Water Supply Trust—

Minimum Amount of Rates for 1898.

Rating Regulation.

Defences and Discipline Act 1890.—Victorian Military Forces.—Alteration of Dress Regulations (Part XII.).

7. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

8. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Meat Supervision Bill—To be further considered in Committee.**Poisons Act 1890 further Amendment Bill—Second reading.**Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.**Marriage Law further Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.**Registration of Births Deaths and Marriages Act 1890 Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.**Hawkers and Pedlers Law Amendment Bill—Second reading.**Melbourne and Collingwood Railway Construction Bill—Second reading.**Plural Voting Abolition Bill—Message from the Legislative Assembly—To be taken into consideration.**Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at sixteen minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,

Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 35.

WEDNESDAY, 7TH DECEMBER, 1898.

*Questions.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. J. H. CONNOR: To call the attention of the Honorable the Solicitor-General to the desirability of having a schedule prepared of the Crown lands available for experimental farms and technical schools fronting or near to any of the railways, more particularly the lands available near the great centres of population, say, at Ballarat, Geelong, Bendigo, Melbourne, Warrnambool, and Sale; and to ask what action the Government will take in the matter.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
2. MEAT SUPERVISION BILL—To be further considered in Committee.
3. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
5. MARRIAGE LAW FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
6. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
8. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
9. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
10. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Wednesday, 7th December.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

*Thursday, 8th December.*

STANDING ORDERS—at three o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 2<sup>ND</sup> DECEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 34.

Notices of Motion and Orders of the Day. No. 35.

Land Bill.—New Clauses to be proposed by the Hons. P. Phillips and J. M. Pratt. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 62, 63, and 64.

Notices of Motion and Orders of the Day. No. 65.

Weekly Report of Divisions. No. 15.

Police Offences Bill—[71]. (To Members only.)

Purification of Rolls Bill.—Amendments of the Legislative Council. (To Members only.)

Justices Bill.—Amendments of the Legislative Council. (To Members only.)

Savings Banks.—Statements and Returns for the Year ended 30th June, 1898. No. 50.

Charitable Institutions.—Report of Inspector for the Year ended 30th June, 1898. No. 58.

## VICTORIA.

No. 36.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

WEDNESDAY, 7TH DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MARRIAGE LAW FURTHER AMENDMENT BILL.—The Order of the Day for the consideration of the amendment made in this Bill by the Legislative Assembly having been read—the said amendment was read, and is as follows :—
 

Clause 14, page 5, line 3, after “accused” insert “or in his absence if after due notice he has neglected to attend.”

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendment made by the Legislative Assembly in this Bill, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.
5. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 AMENDMENT BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Assembly having been read—the said amendments were read, and are as follow :—
  1. Clause 8, line 34, omit “fifteen” and insert “twenty-one”; and after “twenty-one” insert “and after the word ‘give’ where first occurring the words ‘notice and’ are hereby repealed.”
  2. Clause 12, line 12, omit “keep a” and insert “make an office.”
  3. “ line 14, after “genuine” add “and such office copy shall be kept in the office of the Government Statist in lieu of the copy omitted to be transmitted to him, and such office copy shall be a record of the marriage thereon recorded.”
  4. Clause 14, line 27, after “cause” add “and after the words ‘keeping and’ there shall be inserted the words ‘the Government Statist.’”
  5. Clause 15, line 36, after “Statist” insert “on payment of such fees.”
  6. Clause 16, page 3, lines 41–2, omit “who has registered a birth death or marriage (as the case may be).”
  7. “ page 4, line 1, omit “such entry” and insert “any entry in a register in his custody.”
  8. “ same page, line 3, omit “retained by him” and insert “in such register.”
  9. “ same page, line 7, omit “inmate” and insert “occupier.”
  10. “ same page, line 14, omit “retained by” and insert “in the register in the custody of.”
  11. “ same page, line 23, after “made” insert “and such certified corrected copy shall for all purposes be deemed to be the copy of the register form required to be transmitted to the Government Statist and to be kept in his office.”

Insert the following new clauses :—

To follow clause 15—

12. A. In section thirty-four of the Principal Act after the words “such marriage” there shall be inserted the words “or omit to register the same in triplicate, or omit to comply with any provision of the Registration of Births Deaths and Marriages Act for which no penalty is expressly provided.”
13. D. In the office of every registrar of births and deaths and every registrar of marriages there shall be exhibited in a conspicuous place a copy of section thirty-three of the Principal Act, and no birth or death shall be registered by any registrar until he has read such section to the informant.

To follow clause 18—

14. B. In the Principal Act the word “deputy” wherever it occurs before the word “registrars” shall as from the coming into operation of the *Births Deaths and Marriages Transfer Act 1893* be deemed and taken to have been repealed.
15. C. The Government Statist may if he think fit register any birth or death and the provisions of the Registration of Births Deaths and Marriages Act shall apply to the registration of any birth or death registered by him.
16. E. Where the birth of any illegitimate child is registered on the information of the father of such child, and such father being the informant desires to be registered as the father of such child he shall be so registered, and then for all purposes the surname of such child shall be deemed and taken to be the same as the surname of such father.

Amendments 1 to 4 agreed to.

Amendment 5, after debate, agreed to.

Amendments 6 to 11 agreed to.

Amendment 12, after debate, agreed to.

Amendments 13 to 15 agreed to.

Amendment 16, after debate, agreed to.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the amendments made in this Bill by the Legislative Assembly.

6. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

7. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Meat Supervision Bill—To be further considered in Committee.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Melbourne and Collingwood Railway Construction Bill—Second reading.*

*Plural Voting Abolition Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at thirty minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 36.

THURSDAY, 8TH DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
2. MEAT SUPERVISION BILL—To be further considered in Committee.
3. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
5. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
6. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
7. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
8. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

WEDNESDAY, 14TH DECEMBER.

*Questions.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. J. H. CONNOR: To call the attention of the Honorable the Solicitor-General to the desirability of having a schedule prepared of the Crown lands available for experimental farms and technical schools fronting or near to any of the railways, more particularly the lands available near the great centres of population, say, at Ballarat, Geelong, Bendigo, Melbourne, Warrnambool, and Sale; and to ask what action the Government will take in the matter.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Thursday, 8th December.*

STANDING ORDERS—at three o'clock.

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

## PARLIAMENTARY PAPERS ISSUED 7TH DECEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. No. 35.

Notices of Motion and Orders of the Day. No. 36.

Land Bill—

New Clause to be proposed by the Hon. T. Dowling. (To Members of Council only.)

New Clause to be proposed by the Hon. Lieut.-Col. Sir F. T. Sargood. (To Members of Council only.)

New Clause to be proposed by the Hon. F. S. Grimwade. (To Members of Council only.)

New Clause to be proposed by the Hon. E. J. Croke. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 66.

Factories and Shops Bill—[39].

Railway Lands Acquisition Bill—[108].

Purification of Rolls Bill.—Amendments. (To Members of Assembly only.)

Auction Sales Bill.—Amendments. (To Members of Assembly only.)



No. 37.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

THURSDAY, 8<sup>TH</sup> DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. EXPORTED PRODUCTS BILL.—The Honorable W. McCulloch brought up the Report from the Select Committee on this Bill.  
Ordered to lie on the Table, and, together with the Proceedings of the Committee and Minutes of Evidence, to be printed.
5. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.
6. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—
  - Meat Supervision Bill—To be further considered in Committee.*
  - Poisons Act 1890 further Amendment Bill—Second reading.*
  - Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*
  - Hawkers and Pedlers Law Amendment Bill—Second reading.*
  - Melbourne and Collingwood Railway Construction Bill—Second reading.*
  - Plural Voting Abolition Bill—Message from the Legislative Assembly—To be taken into consideration.*
  - Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at thirty-three minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

---

## *Notices of Motion and Orders of the Day.*

---

No. 37.

---

FRIDAY, 9TH DECEMBER, 1898.

*Government Business.*

NOTICE OF MOTION :—

1. The Hon. W. McCULLOCH : To move, That this House will, this day, resolve<sup>d</sup> itself into a Committee of the whole to further consider the Exported Products Bill.

ORDERS OF THE DAY :—

1. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
  2. MEAT SUPERVISION BILL—To be further considered in Committee.
  3. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
  4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
  5. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
  6. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
  7. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
  8. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
- 

WEDNESDAY, 14TH DECEMBER.

*Questions.*

1. The Hon. N. LEVI : To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings ; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. J. H. CONNOR : To call the attention of the Honorable the Solicitor-General to the desirability of having a schedule prepared of the Crown lands available for experimental farms and technical schools fronting or near to any of the railways, more particularly the lands available near the great centres of population, say, at Ballarat, Geelong, Bendigo, Melbourne, Warrnambool, and Sale ; and to ask what action the Government will take in the matter.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

## MEETINGS OF SELECT COMMITTEES.

*Tuesday, 13th December.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

*Wednesday, 14th December.*

REFRESHMENT ROOMS—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED 8TH DECEMBER, 1898.

Notices of Motion and Orders of the Day. No. 37.

Land Bill.—Amendment proposed by the Hon. Sir H. Cuthbert in substitution of New Clause F proposed by the Hon. F. S. Grimwade. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. No. 65.

Notices of Motion and Orders of the Day. No. 67.

Colac and Beech Forest Railway Construction Bill—[113].

Justices Bill.—Amendments. (To Members of Assembly only.)

Income Tax Bill.—Amendments to be proposed by Sir George Turner in Committee of Ways and Means.  
(To Members only.)

## VICTORIA.

No. 38.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

FRIDAY, 9TH DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPER.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—  
Progress Report of the Royal Commission on State Forests and Timber Reserves on the question of Sleeper-hewing in Forest Reserves and on Crown Lands.  
Ordered to lie on the Table.
5. EXPORTED PRODUCTS BILL.—The Honorable W. McCulloch moved, That this House will, this day, resolve itself into a Committee of the whole to further consider this Bill.  
Debate ensued.  
Question—put and resolved in the affirmative.  
And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.  
Ordered—That the Bill as amended be printed, and taken into consideration on Tuesday next.
6. MEAT SUPERVISION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.  
The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.  
Resolved—That the Council will, on Tuesday next, again resolve itself into the said Committee.
7. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—  
*Land Acts further Amendment Bill—To be further considered in Committee.*  
*Poisons Act 1890 further Amendment Bill—Second reading.*  
*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*  
*Hawkers and Pedlers Law Amendment Bill—Second reading.*  
*Melbourne and Collingwood Railway Construction Bill—Second reading.*  
*Plural Voting Abolition Bill—Message from the Legislative Assembly—To be taken into consideration.*  
*Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at thirty-five minutes past six o'clock, adjourned until Tuesday next.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

ARTICLE IV

SECTION 1. The Board of Directors shall consist of not less than five nor more than fifteen members, who shall be elected by the stockholders at the annual meeting of the stockholders, and shall hold office until the next annual meeting of the stockholders.

SECTION 2. The Board of Directors shall have the right to elect or remove any officer or director, and to fill any vacancy in the office of any officer or director.

SECTION 3. The Board of Directors shall have the right to elect or remove any officer or director, and to fill any vacancy in the office of any officer or director.

SECTION 4. The Board of Directors shall have the right to elect or remove any officer or director, and to fill any vacancy in the office of any officer or director.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 38.

TUESDAY, 13<sup>TH</sup> DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. EXPORTED PRODUCTS BILL—Consideration of Report.
2. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
3. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
4. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
5. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
6. MEAT SUPERVISION BILL—To be further considered in Committee.
7. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
8. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

WEDNESDAY, 14<sup>TH</sup> DECEMBER.

*Questions.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. J. H. CONNOR: To call the attention of the Honorable the Solicitor-General to the desirability of having a schedule prepared of the Crown lands available for experimental farms and technical schools fronting or near to any of the railways, more particularly the lands available near the great centres of population, say, at Ballarat, Geelong, Bendigo, Melbourne, Warrnambool, and Sale; and to ask what action the Government will take in the matter.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETINGS OF SELECT COMMITTEES.

*Tuesday, 13th December.*

ELECTRIC TRACTION ON RAILWAYS—at three o'clock.

*Wednesday, 14th December.*

REFRESHMENT ROOMS—at half-past three o'clock.

## PARLIAMENTARY PAPERS ISSUED 9<sup>TH</sup> DECEMBER, 1898.

Notices of Motion and Orders of the Day. No. 38.

Notices of Motion and Orders of the Day. No. 68.

Water Supply Loans Application Bill—[88].

Drainage Areas Bill.—Amendments to be proposed by Mr. Isaac A. Isaacs on Third Reading. (To Members only).



## VICTORIA.

No. 39.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 13<sup>TH</sup> DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ADJOURNMENT.—The Honorable J. Balfour having stated his desire to move, That the House do now adjourn, six Members rose in their places and required the motion to be proposed. The Honorable J. Balfour then said that he proposed to speak on the subject of Official Precedence, and moved, That the House do now adjourn.  
Question—put and negatived.
5. ALTERATION OF TIME OF MEETING.—The Honorable Sir H. Cuthbert moved, by leave, That the Sessional Order appointing half-past Four o'clock as the hour of meeting be rescinded, and that the Council do meet for the remainder of the Session at Three o'clock.  
Question—put and resolved in the affirmative.
6. CORRECTION IN MARRIAGE LAW FURTHER AMENDMENT BILL.—The President announced that he had received the following Report from the Clerk of the Parliaments :—

Parliament House,  
Melbourne, 13th December, 1898.

SIR,

I do myself the honour to report, in conformity with the Joint Standing Order No. 21, that the following clerical error has been discovered in the Bill intituled "*An Act to further amend the law relating to Marriage*":—In clause 21 the word "Act" has been omitted before the words "or the *Marriage Act 1890*."

I have the honour to be, Sir,  
Your most obedient servant,  
GEO. H. JENKINS,  
Clerk of the Parliaments.

The Honorable the President,  
&c., &c., &c.

On the motion of the Honorable Sir H. Cuthbert the Council agreed that the said error be corrected by the insertion of the word "Act" before the words "or the *Marriage Act 1890*" in clause 21.  
Ordered—That the letter of the Clerk of the Parliaments be transmitted to the Legislative Assembly, with a Message requesting their concurrence in the correction of the said error.

7. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—  
Department of Public Health.—Report of the Board of Public Health for the years 1896–7 to the Minister of Health.  
Report of the Council of Judges under section 33 of the *Supreme Court Act 1890*.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—

- Echuca Borough Waterworks Trust.—Application for Additional Loan of £1,400.—Detailed Statement and Report.  
Healesville Waterworks Trust.—Application for Additional Loan of £161.—Detailed Statement and Report.  
Shire of Shepparton Waterworks Trust.—Application for Additional Loan of £5,500.

8. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable W. McCulloch the following Order of the Day was read and discharged :—

*Exported Products Bill—Consideration of Report.*

9. EXPORTED PRODUCTS BILL.—The Honorable W. McCulloch moved, That this Bill be committed to a Committee of the whole for reconsideration.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with further amendments.

The Honorable W. McCulloch moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for Export and to regulate the Exportation thereof.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

10. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

11. ELECTRIC TRACTION ON RAILWAYS.—The Honorable D. Melville brought up the Report from the Select Committee on Electric Traction on Railways.

Ordered to lie on the Table, and, together with the proceedings of the Committee, Minutes of Evidence, and an Appendix, to be printed, and taken into consideration to-morrow.

12. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to authorize the Transfer of certain Employés from the Railway Service to the Public Service,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

13. RAILWAY EMPLOYÉS TRANSFER BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to authorize the Transfer of certain Employés from the Railway Service to the Public Service,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

14. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act to amend the ‘ Railway and Public Works Loan Application Act 1898,’*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

15. RAILWAY AND PUBLIC WORKS LOAN APPLICATION ACT 1898 AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to amend the ‘ Railway and Public Works Loan Application Act 1898,’*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

16. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “ *An Act relating to unclassified State School Teachers,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

17. UNCLASSIFIED STATE SCHOOL TEACHERS BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act relating to unclassified State School Teachers,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

18. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to further continue in force Part III. of the ‘Employers and Employés Act 1890,’*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with an amendment, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

And the said amendment was read, and is as follows :—

Clause 1, line 6, after “Act” add the figures “1898.”

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendment made by the Legislative Assembly in this Bill, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

19. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to provide for the Drainage of Land,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

20. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to amend the ‘Justices Act 1890,’*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment of the Legislative Council to insert new clause C, and have agreed to new clause B with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

21. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to amend the law relating to Dentists,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with an amendment, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

22. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to some of the amendments made in such Bill by the Legislative Council, have disagreed with one of the said amendments, and have agreed to others of the said amendments with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

23. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to amend the 'Auction Sales Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to some of the amendments made in such Bill by the Legislative Council, have agreed to others of the said amendments with amendments, have disagreed with one of the said amendments, but have made consequential amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

24. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the accompanying\* communication from the Clerk of the Parliaments calling attention to a clerical error in the Bill intituled "*An Act to further amend the law relating to Marriage,*" and acquaint the Legislative Council that the Legislative Assembly have concurred in the correction of the said error by the insertion of the word "Act" before the words "or the *Marriage Act 1890*" in clause 21.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

[\* NOTE.—For the communication referred to see p. 125, *ante*.]

25. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend the 'Railway Lands Acquisition Act 1893,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 13th December, 1898.

F. C. MASON,  
Speaker.

26. RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Railway Lands Acquisition Act 1893,'*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

27. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Administration and Probate Acts Amendment Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Meat Supervision Bill—To be further considered in Committee.*

*Melbourne and Collingwood Railway Construction Bill—Second reading.*

*Plural Voting Abolition Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at forty-eight minutes past ten o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 39.

WEDNESDAY, 14TH DECEMBER, 1898.

### *Questions.*

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to the recent alterations that have been made in some of the papers and books supplied to pupils in some of the State schools, which re-introduce sectarian and dogmatic religious teachings; and to ask if it is not an indirect violation, and contrary to the express terms and spirit, of the present Education Act, as approved by the people and Parliament of Victoria, which Act distinctly sets forth it is to be a national system based upon a purely free, secular, and compulsory education.
2. The Hon. J. H. CONNOR: To call the attention of the Honorable the Solicitor-General to the desirability of having a schedule prepared of the Crown lands available for experimental farms and technical schools fronting or near to any of the railways, more particularly the lands available near the great centres of population, say, at Ballarat, Geelong, Bendigo, Melbourne, Warrnambool, and Sale; and to ask what action the Government will take in the matter.

### *General Business.*

#### ORDER OF THE DAY:—

1. ELECTRIC TRACTION ON RAILWAYS—REPORT FROM SELECT COMMITTEE—To be taken into consideration.

### *Government Business.*

#### ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—To be further considered in Committee.
2. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
3. RAILWAY EMPLOYÉ'S TRANSFER BILL—Second reading.
4. RAILWAY AND PUBLIC WORKS LOAN APPLICATION ACT 1898 AMENDMENT BILL—Second reading.
5. UNCLASSIFIED STATE SCHOOL TEACHERS BILL—Second reading.
6. DRAINAGE BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
7. JUSTICES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
8. DENTISTS LAW AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
9. PURIFICATION OF ROLL'S BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
10. AUCTION SALES ACT 1890 AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
11. RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL—Second reading.
12. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
13. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
14. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
15. MEAT SUPERVISION BILL—To be further considered in Committee.
16. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
17. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

## MEETING OF SELECT COMMITTEE.

*Wednesday, 14th December.*

REFRESHMENT ROOMS—at half-past two o'clock.

(120 copies).

PARLIAMENTARY PAPERS ISSUED SINCE 9TH DECEMBER, 1898.

Notices of Motion and Orders of the Day. No. 39.  
 Exported Products Bill—[21]. (To Members of Council only.)  
 Teachers Bill—[32]. (To Members of Council only.)  
 Public Service Bill—[105]. (To Members of Council only.)  
 Railway Lands Acquisition Bill—[108]. (To Members of Council only.)  
 Railway and Public Works Loan Application Bill (No. 2)—[112]. (To Members of Council only.)  
 Land Bill.—Amendments to be proposed by the Hon. Lieut.-Col. Sir F. T. Sargood. (To Members of Council only.)  
 Purification of Rolls Bill.—Amendments made by the Legislative Council. (To Members of Council only.)  
 Dentists Bill.—Amendment made by the Legislative Council. (To Members of Council only.)  
 Drainage Areas Bill.—Amendments made by the Legislative Council. (To Members of Council only.)  
 Justices Bill.—Amendment made by the Legislative Council. (To Members of Council only.)  
 Report of Select Committee of Legislative Council on Exported Products Bill. D 2. (To Members of Council only.)  
 Report of Select Committee of Legislative Council on Electric Traction on Railways. D 3. (To Members of Council only.)

---

Votes and Proceedings of the Legislative Assembly. Nos. 66, 67, and 68.  
 Notices of Motion and Orders of the Day. No. 69.  
 Weekly Report of Divisions. No. 16.  
 Exported Products Bill—[21]. (To Members only.)  
 Income Tax Bill.—Paper circulated for the information of Honorable Members.  
 Report from Parliamentary Standing Committee on Railways on Proposed Railway from Colac to Beech Forest, &c. Report No. 10.  
 Report from Parliamentary Standing Committee on Railways on Proposed Railway from Lilydale to Warburton, &c. Report No. 11. (To Members of Council and Assembly only.)

## VICTORIA.

No. 40.

# MINUTES OF THE PROCEEDINGS

OF THE

## LEGISLATIVE COUNCIL.

WEDNESDAY, 14<sup>TH</sup> DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **PERMANENT ARTILLERY APPOINTMENTS.**—The Honorable N. Thornley brought up the Report from the Select Committee on Permanent Artillery Appointments.  
Ordered to lie on the Table, and, together with the Proceedings of the Committee, Minutes of Evidence, and an Appendix, to be printed, and taken into consideration to-morrow.
5. **ELECTRIC TRACTION ON RAILWAYS.**—The Order of the Day for the consideration of the Report of the Select Committee on Electric Traction on Railways having been read—the Honorable D. Melville moved, That the Report be adopted.  
Debate ensued.  
The Honorable Lieut.-Col. Sir F. T. Sargood moved, That the debate be now adjourned.  
Debate continued.  
Question—That the debate be now adjourned—put and resolved in the affirmative.  
Ordered—That the debate be adjourned until to-morrow.
6. **DRAINAGE BILL.**—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Assembly having been read—the said amendments were read, and are as follow:—
  1. Clause 10, line 26, omit “such first-mentioned” and insert “the”; and after “council” insert “of such first-mentioned district.”
  2. „ line 27, omit “first-mentioned.”
  3. „ lines 29–30, omit “first-mentioned.”
  4. Clause 27, lines 17–18, omit “All drainage works constructed by a council pursuant to this Act” and insert in place thereof “The exercise by a council pursuant to this Act whether within or without its Drainage Area of any of the powers by this Act conferred upon a council.”
  5. Clause 28, lines 20–21, omit “The construction by a council of any drainage works within a Drainage Area” and insert in place thereof “The exercise by a council pursuant to this Act whether within or without its Drainage Area of any of the powers by this Act conferred upon a council.”
  6. „ line 22, omit “such area” and insert “the Drainage Area of such council.”

On the motion of the Honorable Sir H. Cuthbert the Council, after debate, agreed to the several amendments made in this Bill by the Legislative Assembly, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.
7. **JUSTICES ACT 1890 AMENDMENT BILL.**—The Order of the Day for the consideration of the amendment made in this Bill by the Legislative Council and agreed to by the Legislative Assembly with amendments, having been read—the said amendments were read, and are as follow:—

Amendment made by the Legislative Council.

How dealt with by the Legislative Assembly.

Insert the following new clause:—

B. Notwithstanding anything contained in section one hundred and seventeen of the Principal Act where a court of petty sessions hearing an application for a garnishee order consists of or includes a police magistrate, such court may make such an order against any person within Victoria as if such person were within the jurisdiction of such court, and after the making of such order such court shall have the like powers in respect thereof and in regard to all proceedings thereon as if such person were within the jurisdiction of such court.

Agreed to with the following amendments:—Line 1, omit “Notwithstanding anything contained”; line 3, omit all the words after “Act” to the end of the clause and insert “for the words ‘the jurisdiction’ the word ‘Victoria’ is hereby substituted.”

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendments made by the Legislative Assembly in clause B, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

8. DENTISTS LAW AMENDMENT BILL.—The Order of the Day for the consideration of the amendment made in this Bill by the Legislative Assembly having been read—the said amendment was read, and is as follows :—

Insert the following new clause, to follow clause 10 :—

- A. Upon the decease of any registered dentist actively carrying on the practice of dentistry at the time of his death it shall be lawful for any executor administrator or trustee of the estate of such dentist to continue the business of such dentist for a period of two months and no longer unless by permission of the Dental Board if and so long only as such business is *bonâ fide* conducted by a registered dentist.

On the motion of the Honorable Sir H. Cuthbert the Council, after debate, agreed to the amendment of the Legislative Assembly with the following amendments :—Omit “Upon” and insert “In case of”; after “decease” insert “either after or within twelve months before the commencement of this Act”; omit “actively carrying” and insert “who carried”; before “administrator” insert “or any;” omit “or trustee”; omit “if and so long only as” and insert “provided”; after “such business” insert “so continued”; and at the end of the clause add “The said period of two months shall be reckoned in the case of a dentist who died before the commencement of this Act from the date of such commencement and in all other cases from the date of death.”

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the amendment made by the Legislative Assembly with amendments, and requesting their concurrence therein.

9. PURIFICATION OF ROLLS BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council and disagreed with by the Legislative Assembly, or agreed to with amendments, having been read—the said amendments were read, and are as follow :—

Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

1. Clause 4, omit paragraph (i) and insert the following paragraph :—

(ii) In section one hundred and seventy-five for the words “or if” where first occurring are hereby repealed and the word “If” is hereby substituted and the words “then at such place appointed as aforesaid as may be the nearest to the office of the registrar” are hereby repealed; and for the word “If” in the second place in which it occurs the words “or if” are hereby inserted.

Agreed to with the following amendment :—Line 1, omit “for.”

2. Clause 8, at end of clause add the following paragraphs :—

Except in the case of substituted electors' rights the certificate used for all electors' rights issued after the twenty-fourth day of January One thousand eight hundred and ninety-eight instead of having printed or stamped thereon the numbers following in order on the numbers on the lost certificates issued as electors' rights previous to the said twenty-fourth day of January shall have printed or stamped on such certificate numbers in a regular arithmetical series as provided in section one hundred and forty-three of the Principal Act commencing from the number one.

Notwithstanding anything contained in the Principal Act numbered certificates shall be used for electors' rights issued pursuant to section one hundred and ninety-four of the said Act, but the number of the original right shall be entered beneath the stamped or printed numbers and for the purpose only of voting at any election held before a new general roll comes into force after such issue such number so entered shall be deemed to be the number of the elector's right.

Agreed to with the following amendments :—Line 2, omit “certificate” and insert “certificates”; line 2, after “all” insert “original”; line 5, omit “ninety-eight” and insert “ninety-nine and for all transferred rights issued on electors' rights dated on or before the said twenty-fourth day of January”; line 7, omit “lost” and insert “last”; line 9, after “January” insert “or the number on the original right (as the case may be)”; line 10, omit “certificate” and insert “certificates.”

3. Clause 25, omit this clause ... .. Disagreed with.

Amendments of the Legislative Assembly in amendments 1 and 2 agreed to.

Amendment 3, after debate, not insisted on.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council do not insist on their amendment to omit clause 25, and have agreed to the amendments made by the Legislative Assembly on amendments of the Legislative Council.

10. AUCTION SALES ACT 1890 AMENDMENT BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council and disagreed with by the Legislative Assembly, or agreed to with amendments, having been read—the said amendments were read, and are as follow :—

Amendments made by the Legislative Council.	How dealt with by the Legislative Assembly.
1. After clause 1 insert new clause— A. In section twenty-one of the Principal Act after the words “ Fifty pounds ” there shall be added the words “ This section shall not apply to any auctioneer who may sell by auction any goods at a bazaar the proceeds of which are to be devoted to any church or charity.”	Agreed to with the following amendments :—After “ to,” in line 3, insert “ the sale by ”; omit “ who may sell by auction,” in line 4, and insert “ of.”
2. Clause 4, line 3, after “ Act ” insert “ the words ‘ at the same time ’ are hereby repealed and the words ‘ before paying over the proceeds of any such sale ’ are hereby substituted therefor, and the words ‘ sell any cattle for any person ’ are hereby repealed and the words ‘ pay over any such proceeds ’ are hereby substituted therefor.”	Agreed to with the following amendments :—Line 2, after “ time ” insert “ require from the owner or possessor of such cattle ”; line 3, after “ sale ” insert “ require from the person who was the owner or possessor of such cattle at the time they were so received as aforesaid.”
3. Clause 6, line 14, omit “ clerk of petty sessions ” and insert “ any justice of the peace.”	Disagreed with, and the following consequential amendment made :—After “ Any police magistrate or ” (at the commencement of the clause) insert “ justice of the peace on payment of the fee hereinafter mentioned to any.”
4. Second Schedule, line 5, omit “ to me.”	Agreed to, and the following consequential amendment made :—At the end of the Schedule omit “ Clerk of Petty Sessions ” and insert “ Justice of the Peace.”

Amendments of the Legislative Assembly in amendments 1 and 2 agreed to.

Amendment 3, after debate, not insisted on, and consequential amendment made by the Legislative Assembly agreed to.

Consequential amendment made by the Legislative Assembly in amendment 4 agreed to.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council do not insist on their amendment in this Bill with which the Legislative Assembly have disagreed, and have agreed to the amendments made by the Legislative Assembly on the amendments of the Legislative Council.

11. RAILWAY EMPLOYÉS' TRANSFER BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to authorize the Transfer of certain Employés from the Railway Service to the Public Service.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

12. RAILWAY AND PUBLIC WORKS LOAN APPLICATION ACT 1898 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time,

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.  
Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act to amend the ‘ Railway and Public Works Loan Application Act 1898.’ ”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

13. UNCLASSIFIED STATE SCHOOL TEACHERS BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with an amendment.

The Honorable W. McCulloch moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“ An Act relating to unclassified State School Teachers.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with an amendment, and requesting their concurrence therein.

14. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Assembly having been read—the said amendments were read, and are as follow :—

1. Clause 4, lines 6–7, omit “ but such application shall not be made until after the expiration of four months from the death of such person.”
2. Clause 5, line 10, omit “ Three ” and insert “ Five.”
3. Clause 6, line 21, omit “ five ” and insert “ three.”
4. „ line 25, after “ Act ” insert “ ; but it shall not be necessary for the Curator to state any circumstances from which it may appear that it would be beneficial to any person who is or may be interested in such estate that such administrator should be removed and that such estate should be administered by the Curator, or to satisfy the Court that the estate or any part thereof is exposed and liable to loss waste or injury.”
5. Clause 8, line 40, after the figure “ 8 ” insert “ (1). ”
6. „ page 3, add the following new sub-section :—  
“ (2) In the administration of the estate of a person who dies after the commencement of this Act debts of record if of record in the lifetime of such person shall rank in the same degree as if they were specialty or simple contract debts.”
7. Clause 9, line 6, after “ estate ” insert “ of which any person has obtained administration in the capacity of creditor.”
8. „ line 7, omit “ the ” and insert “ such.”
9. „ line 8, omit “ of creditor.”
10. „ line 9, after “ may ” insert “ if it thinks fit.”
11. Clause 12, line 8, omit “ ninety ” and insert “ ninety-three.”
12. „ line 9, omit “ seven ” and insert “ five.”
13. Clause 13, line 20, omit “ ninety ” and insert “ ninety-three.”
14. „ line 22, omit “ seven ” and insert “ five.”

Amendment 1, after debate, disagreed with.

The Honorable Sir H. Cuthbert moved, That the Council agree to amendment 2.

Debate ensued.

Question—put.

The Council divided.

Ayes, 12.

The Hon. E. J. Crooke  
Sir H. Cuthbert  
G. Godfrey  
F. S. Grimwade  
C. J. Ham  
W. Knox  
W. McCulloch  
P. Phillips  
S. Williamson  
Sir H. J. Wrixon.

*Tellers.*

T. Brunton  
G. Simmie.

Noes, 28.

The Hon. J. H. Abbott  
J. Balfour  
J. Bell  
F. Brown  
J. C. Campbell  
Sir R. T. H. Clarke, Bart.  
T. Comrie  
J. H. Connor  
S. W. Cooke  
T. Dowling  
Dr. W. H. Embling  
N. FitzGerald  
S. Fraser  
D. Ham  
J. Hoddinott  
J. Y. McDonald  
D. Melville  
E. Miller  
W. Pearson  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
J. Sternberg  
N. Thornley  
J. A. Wallace  
A. Wynne.

*Tellers.*

W. Pitt  
W. I. Winter-Irving.

And so it passed in the negative.

Amendment 3 agreed to.

Amendment 4, after debate, disagreed with.

Amendment 5 agreed to.

The Honorable Sir A. Snowden moved, That the word "if," in line 2 of amendment 6, be omitted with a view to insert in place thereof the word "whether."

Debate ensued.

Question—That the word proposed to be omitted stand part of the new sub-section—put and negatived.

Question—That the word proposed to be inserted in place of the word omitted be so inserted—put and resolved in the affirmative.

The Honorable Sir A. Snowden moved, That after the word "person," in line 3 of amendment 6, the following words be inserted:—"or obtained against his executor or administrator."

Question—That the words proposed to be inserted be so inserted—put and resolved in the affirmative.

Amendment 6, as amended, agreed to.

Amendments 7 to 10 agreed to.

Amendment 11, after debate, agreed to.

Amendments 12 to 14 agreed to.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to some of the amendments made in this Bill by the Legislative Assembly, have disagreed with other of the said amendments, and have agreed to one of such amendments with amendments, and requesting their concurrence therein.

15. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council and disagreed with by the Legislative Assembly having been read—the said amendments were read, and are as follow:—

1. Clause 8, line 39, omit "four last preceding."
2. " same line, after "sections" insert "of this Act."
3. Insert the following new clauses and Schedules:—

PART II.—METROPOLITAN ELECTORAL DISTRICT.

I. This Part of this Act shall commence and come into operation at the expiration or dissolution of the Legislative Assembly in session at the time of the passing of this Act.

J. Notwithstanding anything contained in The Constitution Act Amendments Acts, there shall be constituted an electoral district called the Metropolitan Electoral District. Such district shall consist of the *eight* undermentioned electoral districts, the boundaries and divisions of which are set forth in the Seventeenth Schedule to *The Constitution Act Amendment Act 1890*, namely, the electoral districts of—

*Fitzroy;*  
*Jolimont and West Richmond;*  
*Melbourne;*  
*Melbourne East;*  
*Melbourne North;*  
*Melbourne South;*  
*Melbourne West; and*  
*Port Melbourne.*

K. For the purposes of this Part the electoral districts forming the said Metropolitan Electoral District shall after the commencement of this Part not be separate electoral districts each returning a member or members but shall form one electoral district and such district shall return *ten* members to the Legislative Assembly; and the various divisions of the said several electoral districts shall be deemed and taken to be divisions of the said Metropolitan Electoral District having the same names and boundaries as those set forth in the said Seventeenth Schedule.

L. Pursuant to the provisions of Part V. of *The Constitution Act Amendment Act* 1890, the Governor in Council shall from time to time appoint a fit and proper person to be returning officer for the said Metropolitan Electoral District and shall appoint polling places within and for each and every division comprised within such district, and the returning officer shall appoint a deputy or deputies to act for him in place of himself and in place of any deputy at each and every polling place within the Metropolitan Electoral District.

M. Except as otherwise provided in this Part all the provisions of The Constitution Act Amendment Acts shall have the like force and effect within the Metropolitan Electoral District as within any electoral district not included within such Metropolitan Electoral District. For the purposes only of the holding and conduct and regulation of elections the Metropolitan Electoral District shall be deemed (and taken to be one electoral district, but the purposes of the issue of electors' rights the registration of electors and preparing and revising the lists and rolls of electors each of the electoral districts within the Metropolitan Electoral District shall be deemed and taken to be a separate electoral district.

N. Subject to this Part the returning officer for the Metropolitan Electoral District within the said district and all deputy returning officers substitute returning officers poll clerks and scrutineers shall within the divisions for which they are respectively appointed have the like powers duties responsibilities and liabilities as are by The Constitution Act Amendment Acts imposed upon persons holding the like offices within and for any electoral district or division not included in the said Metropolitan Electoral District.

O. If at any election of members of the Legislative Assembly for the Metropolitan Electoral District there is not a greater number of candidates put in nomination than the number of members then and thereat to be elected the returning officer, upon the closing of the period of nomination, shall pursuant to the provisions of *The Constitution Act Amendment Act* 1890 publicly declare the candidates so nominated to be duly elected and shall make his return accordingly.

P. In the event of more candidates being so put in nomination than the number of members to be elected, a poll shall take place at the several polling places for the Metropolitan Electoral District on the day appointed in the writ for that purpose, in order to ascertain which of the candidates so put in nomination shall be declared elected, and the returning officer shall pursuant to the provisions of *The Constitution Act Amendment Act* 1890 publicly announce that a poll will be so taken and the names of the persons who have become candidates.

Q. (1) In the event of more candidates being nominated than the number of persons to be elected, the returning officer shall upon the expiration of the period of nomination cause the names of all the candidates put in nomination to be printed on placards in alphabetical order and to be numbered thereon in figures in regular succession, and shall cause one or more of such placards to be placed in each room of each polling place and also in some conspicuous position on the outside of each polling place.

(2) The returning officer shall cause ballot-papers to be printed and supplied in sufficient quantities to each deputy returning officer. Such ballot-papers shall contain the names of all persons duly nominated as candidates arranged alphabetically in the order of their surnames, and shall contain no directions or matter or thing whatsoever; and such ballot-papers shall be signed or initialed on the back thereof by the returning officer.

R. Every election under this Part shall be conducted in the manner following:—

- (1) Each elector shall enter unattended into the room in which the ballot-box is kept, and shall first sign his name or place his mark opposite to his name upon a certified copy of the electoral roll and the returning officer or deputy returning officer presiding at the polling place shall then check or mark off upon a certified copy of the roll such elector's name as having voted and shall then deliver a ballot-paper to the elector, who shall immediately take such ballot-paper into one of the inner rooms or compartments provided for the purpose and shall there alone and secretly and without delay record his vote in the manner hereinafter described.
- (2) In every case in which only one candidate is to be elected for any district the elector shall expunge the name or names of the candidate or candidates for whom he does not intend to vote so that he leaves only one name not struck out, and if he leaves the names of more than one candidate not struck out such ballot-paper shall be invalid.
- (3) In every case in which more than one candidate is to be elected each elector shall have one vote only, but may vote in the alternative for as many candidates as he pleases, provided he votes for not less than one-half of the number of members to be elected; and his vote shall be deemed to be given in the first place for the candidate opposite whose name upon the

ballot-paper is placed the figure 1, but in the event of its not being required to be used for the return of such candidate it may be transferred to the other candidates in succession in the order of priority indicated by the figures set opposite their respective names, and the elector shall insert opposite to the names of the candidates for whom he wishes to vote the figures 1, 2, 3 and so on in the order of his preference. He shall not strike out from the ballot-paper the name of any candidate.

- (4) As soon as the elector has expunged the name or names of the candidate or candidates for whom he does not wish to vote as directed in sub-section (2) or has marked the ballot-paper as directed in sub-section (3) he shall fold up the ballot-paper in such manner that the signature or initials of the returning officer shall appear on the outside of the folded ballot-paper, and shall immediately take the same into the room in which the ballot-box is kept, and after exhibiting to the returning officer or deputy returning officer the signature or stamp on the back of such ballot-paper shall place the ballot-paper in the ballot-box, and immediately the elector has so placed his ballot-paper in the ballot-box he shall leave the room and shall not re-enter during the same election.

S. In every case in which more than one candidate is to be elected the returning officer shall deal with the ballot-papers as follows :—

- (1) He shall first arrange the ballot-papers by placing in a separate parcel all those which have the figure 1 set opposite to the name of the same candidate, and in so doing he shall reject all ballot-papers which have not the official signature or initials on the back thereof or which have anything written or marked thereon by which the voter can be identified and all ballot-papers on which no number has been placed by the voter to indicate the candidate for whom he wishes to vote and all ballot-papers on which the same number has been placed against more names than one and all ballot-papers whereon the number of candidates marked in the order of the voters' preference is fewer than one-half the number of members to be elected.
- (2) He shall then proceed to ascertain the "quota" of votes necessary for the election of a candidate by dividing the aggregate number of all the ballot-papers contained in all the parcels by the number of members to be elected, and the result disregarding any fractional remainder shall be the "quota."
- (3) He shall then proceed to count the number of ballot-papers in each parcel, and every candidate who has a number of first votes equal to or greater than the quota shall be declared elected, and every ballot-paper which has been once counted in the quota for a candidate who is declared elected shall not be counted for any other candidate.
- (4) As many ballot-papers in each parcel as are in excess of the quota shall be set aside in the manner hereinafter directed to be counted for other candidates as hereinafter provided, and on all such ballot-papers so set aside the name of any candidate for whom the requisite number of ballot-papers has already been counted shall be deemed to be cancelled and the returning officer shall then severally transfer such ballot-papers to the candidates indicated thereon respectively as the next in the order of the voter's preference, and the votes thus transferred shall be deemed to have been given for the candidates to whom they shall be transferred as herein directed and shall be deemed to be first votes.
- (5) The ballot-papers which are set aside from any parcel after the first count of votes as hereinbefore directed shall be selected from that parcel in such manner that they shall include as nearly as practicable in respect of each candidate the same proportion of ballot-papers having the figure 2 set opposite to his name as the number of such ballot-papers included in the whole parcel bears to the total number of ballot-papers in the whole parcel; and if any doubt or dispute shall arise as to the number of ballot-papers which should be included in respect of any candidate among the ballot-papers set aside from any parcel the decision of the returning officer shall be final.
- (6) If in any case the number of ballot-papers transferred to another candidate as the second in the order of preference indicated thereon shall exceed the number required to give the quota of votes to that candidate the excess to be transferred to other candidates shall be selected from the total number of the ballot-papers previously transferred as aforesaid in such manner that the excess shall include as nearly as practicable in the case of each candidate the same proportion of ballot-papers having the figure 3 set opposite to his name as the number of such ballot-papers included in the total number of ballot-papers previously transferred as aforesaid bears to such total number; and if any doubt or dispute shall arise as to the number of ballot-papers which should be included in such excess in respect of any candidate the decision of the returning officer shall be final. This process shall be repeated until no candidate has more than a quota of first votes or votes deemed first.

- (7) If after all the ballot-papers have been counted and respectively assigned to the several candidates as hereinbefore directed it is found that no candidate or an insufficient number of candidates has obtained the quota of votes necessary for his or their election then and in such case the candidate who has obtained the lowest number of votes shall be excluded from the poll, and all the ballot-papers previously counted for such candidate shall be deemed to have been unused and to have his name cancelled thereon, and they shall be respectively transferred to and counted for the other candidates who have not received the requisite quota of votes and who are indicated on such ballot-papers respectively as the next in the order of the voter's preference.
- (8) The same process of excluding the candidate lowest on the poll and transferring to other candidates the ballot-papers previously counted for the excluded candidate shall be repeated as often as may be necessary until the requisite number of candidates have received the necessary quota of votes or until the number of candidates has been reduced to the number of members to be elected.
- (9) If at any time after the first counting of the ballot-papers it becomes necessary to exclude the lowest candidate from the poll as hereinbefore directed and it shall be found that two or more candidates have the same number of votes and occupy together the lowest position on the poll, then and in every such case whichever one of such candidates was found to have received the least number of votes upon the first counting of the ballot-papers shall be deemed to be the lowest on the poll; and if at any time it becomes necessary to exclude from the poll one or more of any number of candidates who have received the same number of votes upon the first counting of the ballot-papers the returning officer shall decide which one or more of such candidates shall be excluded from the poll.
- (10) When by successive applications of the directions hereinbefore contained the number of candidates is reduced to the number of members to be elected the candidates constituting such reduced number shall be declared elected.

T. An example of marking ballot-papers in order of preference and of the mode of determining an election by a quota is set forth in the Schedules to this Act.

U. (1) The Governor in Council may make such regulations as may be necessary for carrying the provisions of this Part into effect.

(2) Such regulations shall be published in the *Government Gazette* and a copy thereof shall be laid before both Houses of Parliament within fourteen days after such publication if the Parliament is then sitting, and if the Parliament is not then sitting within fourteen days of its next meeting; and if disapproval of such regulations be not expressed by resolution of the Legislative Assembly within fourteen days after the same have been laid before such House they shall have the force of law.

## SCHEDULES.

### FIRST SCHEDULE.

#### EXAMPLES OF MARKING BALLOT-PAPERS.

(i) Where there are NINE Candidates for SIX Seats.

Smith	...	...		Smith	...	...	5
Brown	...	...		Brown	...	...	6
Jones	...	...		Jones	...	...	4
Robinson	...	...	4	Robinson	...	...	
Carter	...	...	3	Carter	...	...	
Johnson	...	...	5	Johnson	...	...	
Jamieson	...	...	6	Jamieson	...	...	2
Williamson	...	...	1	Williamson	...	...	3
Jackson	...	...	2	Jackson	...	...	1

(ii) Where there are SIX Candidates for FOUR Seats.

Walker	...	...	4	Walker	...	...	4
Wallis ...	...	...		Wallis ...	...	...	3
Bergin ...	...	...	2	Bergin	...	...	2
Dawson	...	...		Dawson	...	...	
Green ...	...	...	1	Green ...	...	...	
Murphy	...	...	3	Murphy	...	...	1

SECOND SCHEDULE.

EXAMPLES OF AN ELECTION OF MORE THAN ONE MEMBER FOR THE SAME DISTRICT.

Suppose there are Four members to be elected, and there are Six candidates, and the total number of valid votes is 3,000.

In accordance with the directions contained in section S, the number of valid votes (3,000) will be divided by the number of members to be elected (4), and the result (750) will be the quota of votes required to elect a member.

*First Count.*

- A has 800 first votes.
- B has 420 first votes.
- C has 180 first votes.
- D has 780 first votes.
- E has 720 first votes.
- F has 100 first votes.

A and D are declared elected, and the surplus of A's first votes is transferred to the other candidates who are marked 2 on the same ballot-papers, in pursuance of section S, sub-section (5), in such a manner that each of the other candidates receives the same proportion of such surplus votes as all the papers on which his name is marked with the figure 2 in the parcel bear to the whole 800 ballot-papers in the said parcel.

A has 50 surplus votes, and as E is marked 2 on 640 out of the 800 papers, and F is marked 2 on 160, it follows that E is entitled to four-fifths and F to one-fifth of the surplus. The returning officer will therefore transfer 40 of A's surplus votes to E, and the remaining 10 of A's surplus votes to F.

D has a surplus of only 30 votes, and following the same course, 20 of his surplus ballot-papers are found to be transferable to B, and the remaining 10 to C.

*The numbers on the Second Count will then be as follows :—*

- A, 800—50 votes transferred to other candidates = 750 (elected)
- B, 420 + 20 votes transferred from the surplus votes of D = 440
- C, 180 + 10 votes transferred from the surplus votes of D = 190
- D, 780—30 votes transferred to other candidates = 750 (elected)
- E, 720 + 40 votes transferred from the surplus votes of A = 760 (elected)
- F, 100 + 10 votes transferred from the surplus votes of A = 110

A, D, and E are now declared elected, but another member is required, and there must therefore be another transfer of any surplus votes and a third count. The only candidate who had a surplus on the second count was E, who has a surplus of 10 votes in consequence of having had 40 of A's surplus votes transferred to him. He will retain permanently 30 of those surplus votes because they are necessary to give him the requisite quota of 750 votes, but the other 10 of A's surplus ballot-papers will now be transferred to the candidates whose names are marked on them with the figure 3, and on them the name of B is marked 3.

*The numbers on the Third Count will therefore stand as follows :—*

- A..... 750 (elected)
- B, 440 + 10 votes transferred from E's surplus on the second count ..... = 450
- C..... 190
- D..... 750 (elected)
- E..... 750 (elected)
- F..... 110

There still remains a member to be elected, and there are not any more surplus votes to be transferred. It therefore becomes necessary to reduce the number of candidates by excluding the one who is lowest on the poll as it now stands, and to transfer his votes to the candidates who are marked 2 on the ballot-papers which have hitherto been counted for him. The lowest candidate on the poll is F, with 110 votes, and he is now excluded. Upon 80 of the ballot-papers hitherto counted for F the name of B is marked 2, and on the other 30 of them the name of C is marked 2.

*The numbers on the Fourth Count will therefore be as follows :—*

- A ..... 750 (elected)
- B, 450 + 80 votes transferred from F ..... = 530 (elected)
- C, 190 + 30 votes transferred from F ..... = 220
- D ..... 750 (elected)
- E ..... 750 (elected)

Only three candidates have succeeded up to the present time in obtaining the requisite quota of votes, and it therefore becomes necessary to reduce again the number of candidates by excluding the one who is lowest on the poll as it now stands. The lowest candidate is C, and he is excluded, leaving only the same number of candidates as there are members to be elected, viz., A, B, D, and E, who are therefore declared elected, and the election is closed.

The Honorable W. McCulloch moved, That the Council do not insist on amendment 1.

Debate ensued.

Question—put.

The Council divided.

Ayes, 17.

The Hon. J. H. Abbott  
T. Brunton  
T. Comrie  
E. J. Crooke  
Sir H. Cuthbert  
G. Godfrey  
F. S. Grimwade  
C. J. Ham  
J. Hoddinott  
W. McCulloch  
D. Melville  
G. Simmie  
J. Sternberg  
S. Williamson  
Sir H. J. Wrixon.

*Tellers.*

Sir R. T. H. Clarke, Bart.  
W. Pitt.

Noes, 23.

The Hon. J. Balfour  
J. Bell  
F. Brown  
J. C. Campbell  
J. H. Connor  
S. W. Cooke  
T. Dowling  
N. FitzGerald  
W. Knox  
J. Y. McDonald  
E. Miller  
E. Morey  
W. Pearson  
P. Phillips  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
N. Thornley  
J. A. Wallace  
W. I. Winter-Irving  
A. Wynne.

*Tellers.*

Dr. W. H. Embling  
S. Fraser.

And so it passed in the negative.

Amendments 2 and 3 insisted on.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council insist on their amendments in this Bill with which the Legislative Assembly have disagreed.

16. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to authorize the construction by the State of a Line of Railway from Colac to Beech Forest,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 14th December, 1898.

F. C. MASON,  
Speaker.

17. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the construction by the State of a Line of Railway from Colac to Beech Forest,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

18. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 42, 60, 90, 95, 112, 118, 128, 132, 133, 140, 143, 146, and 168.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had reconsidered clauses 42, 60, 90, 95, 112, 118, 128, 132, 133, 140, 143, 146, and 168, and agreed to the same with further amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—

"*An Act to further amend the Land Acts and for other purposes.*"

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

19. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to authorize the construction by the State of a Line of Railway from Lilydale to Warburton,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 14th December, 1898.

F. C. MASON,  
Speaker.

20. LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to authorize the construction by the State of a Line of Railway from Lilydale to Warburton,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

21. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act relating to unclassified State School Teachers,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment made in such Bill by the Legislative Council.

Legislative Assembly,  
Melbourne, 14th December, 1898.

F. C. MASON,  
Speaker.

22. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to continue the Income Tax Acts for the Year ending on the thirty-first day of December One thousand eight hundred and ninety-nine and to declare the Rates of Duties thereunder,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 14th December, 1898.

F. C. MASON,  
Speaker.

23. INCOME TAX BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to continue the Income Tax Acts for the Year ending on the thirty-first day of December One thousand eight hundred and ninety-nine and to declare the Rates of Duties thereunder,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

24. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Melbourne and Collingwood Railway Construction Bill—Second reading.*

*Railway Lands Acquisition Act 1893 Amendment Bill—Second reading.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Meat Supervision Bill—To be further considered in Committee.*

*Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

And then the Council, at nine minutes past eleven o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.



# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 40.

THURSDAY, 15TH DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL—Second reading.
2. LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL—Second reading.
3. INCOME TAX RATE BILL—Second reading.
4. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL—Second reading.
5. RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL—Second reading.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
7. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
8. MEAT SUPERVISION BILL—To be further considered in Committee.
9. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

*General Business.*

ORDERS OF THE DAY:—

1. PERMANENT ARTILLERY APPOINTMENTS—REPORT FROM SELECT COMMITTEE—To be taken into consideration.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report from the Select Committee be adopted.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

## PARLIAMENTARY PAPERS ISSUED 14TH DECEMBER, 1898.

Minutes of the Proceedings of the Legislative Council. Nos. 36, 37, and 38.

Notices of Motion and Orders of the Day. No. 40.

Income Tax Bill—[104]. (To Members of Council only.)

Colac and Beech Forest Railway Construction Bill—[113]. (To Members of Council only.)

Lilydale and Warburton Railway Construction Bill—[114]. (To Members of Council only.)

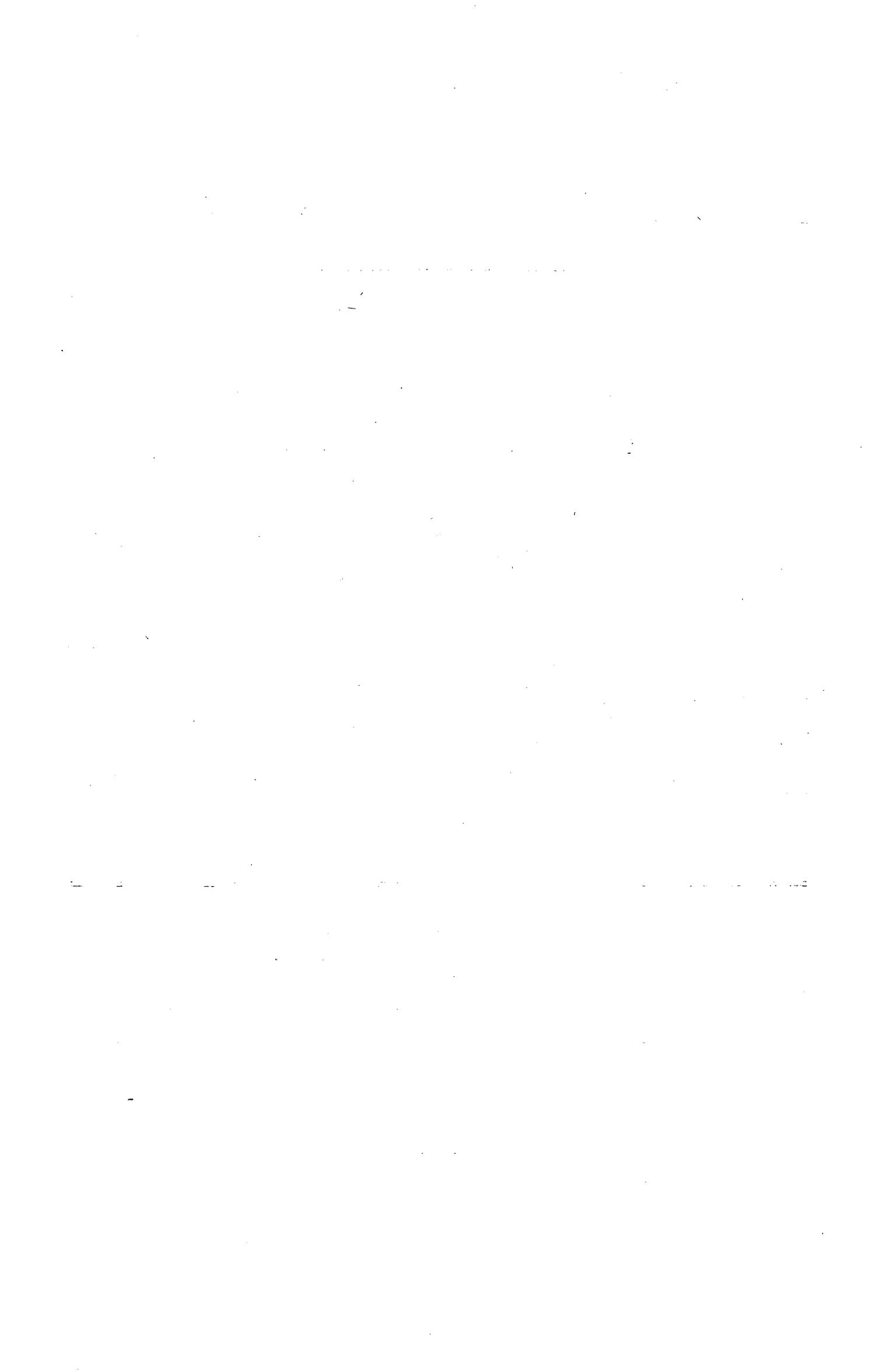
Report of Select Committee of Legislative Council on Permanent Artillery Appointments. D 4. (To Members of Council only.)

---

Notices of Motion and Orders of the Day. No. 70.

Dentists Bill.—Amendments of the Legislative Council on the Legislative Assembly's Amendment in the Bill. (To Members only.)

Progress Report of Royal Commission on State Forests and Timber Reserves on the question of Sleeper-Hewing in Forest Reserves, &c. No. 52.



## VICTORIA.

No. 41.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

THURSDAY, 15TH DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PETITION.—The Honorable J. Balfour presented a Petition from property-owners and residents in the Yarra Valley district, praying that railway communication between Melbourne and the Yarra Valley district should be established without further delay.  
Ordered to lie on the Table, and referred to the Committee on the Lilydale to Warburton Railway Construction Bill.
5. MELBOURNE AND COLLINGWOOD RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.  
Debate ensued.  
Question—put.  
The Council divided.

Ayes, 23.

The Hon. J. Balfour  
J. Bell  
F. Brown  
T. Brunton  
Sir R. T. H. Clarke, Bart.  
T. Comrie  
E. J. Crooke  
Sir H. Cuthbert  
N. FitzGerald  
S. Fraser  
G. Godfrey  
F. S. Grimwade  
C. J. Ham  
J. Hoddinott  
W. Knox  
E. Morey  
P. Phillips  
Lieut.-Col. Sir F. T. Sargood  
G. Simmie  
Sir A. Snowden  
S. Williamson.

*Tellers.*

J. C. Campbell  
W. Pitt.

Noes, 14.

The Hon. J. H. Abbott  
S. W. Cooke  
T. Dowling  
Dr. W. H. Embling  
D. Ham  
E. Miller  
W. Pearson  
J. M. Pratt  
N. Thornley  
J. A. Wallace  
W. I. Winter-Irving  
Sir H. J. Wrixon.

*Tellers.*

D. Melville  
A. Wynne.

And so it was resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with an amendment.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—

*“An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood.”*

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with an amendment, and requesting their concurrence therein.

6. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to abolish Plural Voting in the Elections of Members of the Legislative Assembly,*” and acquaint the Legislative Council that the Legislative Assembly insist on disagreeing with the amendments in such Bill insisted on by the Legislative Council.

Legislative Assembly,  
Melbourne, 15th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to sanction the issue and application of certain sums of money as Loans for Water Supply and Irrigation Works in the Country Districts and for other purposes,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 15th December, 1898.

F. C. MASON,  
Speaker.

8. WATER SUPPLY LOANS APPLICATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to sanction the issue and application of certain sums of money as Loans for Water Supply and Irrigation Works in the Country Districts and for other purposes,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and read a second time to-morrow.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to amend the law relating to Dentists,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendments made by the Legislative Council on the amendment of the Legislative Assembly in such Bill.

Legislative Assembly,  
Melbourne, 15th December, 1898.

F. C. MASON,  
Speaker.

10. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to further amend the Land Acts and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to some of the amendments made in such Bill by the Legislative Council, have disagreed with others of the said amendments, and have agreed to others of the said amendments with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 15th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

11. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put.

The Council divided.

Ayes, 22.  
 The Hon. J. Balfour  
 J. Bell  
 F. Brown  
 T. Comrie  
 J. H. Connor  
 E. J. Crooke  
 Sir H. Cuthbert  
 Dr. W. H. Embling  
 N. FitzGerald  
 G. Godfrey  
 J. Hoddinott  
 W. McCulloch  
 J. Y. McDonald  
 D. Melville  
 E. Morey  
 W. Pearson  
 P. Phillips  
 Sir A. Snowden  
 J. A. Wallace  
 S. Williamson.

*Tellers.*

J. H. Abbott  
 J. M. Pratt.

Noes, 8.  
 The Hon. S. W. Cooke  
 T. Dowling  
 F. S. Grimwade  
 E. Miller  
 Lieut.-Col. Sir F. T. Sargood  
 A. Wynne.

*Tellers.*

C. J. Ham  
 G. Simmie.

And so it was resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.

Resolved—That the Council will, to-morrow, again resolve itself into the said Committee.

The Honorable A. Wynne moved, by leave, That the Commissioner of Railways and the Engineer-in-Chief of the Victorian Railways be summoned to attend to-morrow, at half-past eight o'clock, to give evidence at the Bar of the Council before the Committee of the whole on the Colac and Beech Forest Railway Construction Bill.

Debate ensued.

Question—put and resolved in the affirmative.

12. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President :—

BRASSEY,  
*Governor.*

*Message No. 12.*

Pursuant to the provisions of section 36 of *The Constitution Act* the Governor transmits to the Legislative Council, for their consideration, the following amendments which he desires to be made in the Bill intituled "*An Act to amend the 'Registration of Births Deaths and Marriages Act 1890'*":—

Clause 16, omit the words "Marriages Act," substitute "Marriages Acts."

Clause 22, omit the words "Marriages Act," substitute "Marriages Acts."

Government Offices,  
 Melbourne, 15th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the several amendments recommended by His Excellency the Governor, and ordered the Message to be transmitted to the Legislative Assembly with a Message requesting their concurrence therein.

13. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until to-morrow :—

*Lilydale to Warburton Railway Construction Bill—Second reading.*

*Income Tax Bill—Second reading.*

*Railway Lands Acquisition Act 1893 Amendment Bill—Second reading.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

*Hawkers and Pedlers Law Amendment Bill—Second reading.*

*Meat Supervision Bill—To be further considered in Committee.*

*Immigration Restriction Bill—Message from the Legislative Assembly—To be taken into consideration.*

*Permanent Artillery Appointments—Report from Select Committee—To be taken into consideration.*

*Electric Traction on Railways—Resumption of debate on the question—That the Report from the Select Committee be adopted.*

And then the Council, at thirty-three minutes past eleven o'clock, adjourned until to-morrow.

GEORGE H. JENKINS,  
Clerk of the Legislative Council.

# LEGISLATIVE COUNCIL.

## *Notices of Motion and Orders of the Day.*

No. 41.

FRIDAY, 16TH DECEMBER, 1898.

*Government Business.*

ORDERS OF THE DAY:—

1. LAND ACTS FURTHER AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
2. PLURAL VOTING ABOLITION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.
3. WATER SUPPLY LOANS APPLICATION BILL—Second reading.
4. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL—To be further considered in Committee.
5. LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL—Second reading.
6. INCOME TAX RATE BILL—Second reading.
7. RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL—Second reading.
8. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
9. HAWKERS AND PEDLERS LAW AMENDMENT BILL—Second reading.
10. MEAT SUPERVISION BILL—To be further considered in Committee.
11. IMMIGRATION RESTRICTION BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY—To be taken into consideration.

*General Business.*

ORDERS OF THE DAY:—

1. PERMANENT ARTILLERY APPOINTMENTS—REPORT FROM SELECT COMMITTEE—To be taken into consideration.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report from the Select Committee be adopted.

GEORGE H. JENKINS,  
*Clerk of the Legislative Council.*

---

### PARLIAMENTARY PAPERS ISSUED 15TH DECEMBER, 1898.

Notices of Motion and Orders of the Day. No. 41.

Water Supply Loans Application Bill—[88]. (To Members of Council only.)

Land Bill.—Amendments made by the Legislative Council. (To Members of Council only.)

---

Notices of Motion and Orders of the Day. No. 71.



## VICTORIA.

No. 42.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

FRIDAY, 16TH DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—  
Statistical Register of the Colony of Victoria for the year 1897.—Part V.—Finance, &c.  
Ordered to lie on the Table.  
The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—  
Public Service Act 1890.—Regulations.  
Defences and Discipline Act 1890.—Victorian Naval and Military Forces.—Alteration of Financial and Store Regulations (Part I).  
Post Office Act 1890.—Charges for Conversation from any City or Suburban Telephone Bureau.  
Water Act 1890—  
Leaghur and Meering Irrigation and Water Supply Trust—  
Rating Regulation.  
Regulation.  
The Dimboola Shire Council and the Western Wimmera Irrigation and Water Supply Trust.—Application of Municipal Funds.
5. PERMANENT ARTILLERY APPOINTMENTS.—The Order of the Day for the consideration of the Report of the Select Committee on Permanent Artillery Appointments having been read—the Honorable N. Thornley moved, That the Report be adopted.  
Debate ensued.  
Question—put and resolved in the affirmative.
6. LAND ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council and disagreed with by the Legislative Assembly, or agreed to with amendments, having been read—the said amendments were read, and are as follow :—

Amendments made by the Legislative Council.	How dealt with by the Legislative Assembly.
1. Clause 52, lines 19–20, omit “the Minister before the acceptance of such surrender may if he thinks fit require to be furnished” and insert “such surrender shall not be accepted unless made.”	Disagreed with.
2. Clause 54, line 37, omit “the Minister if he so requires be previously furnished.”	
3. After clause 86 insert the following new clause :— CC. (1) Any lessee of a perpetual lease on which no arrears of rent are due may surrender his lease to Her Majesty the Queen. <span style="font-size: small; vertical-align: middle;">Power of perpetual lessee to surrender lease.</span>	
(2) Any such lessee may in writing apply within six months after the twenty-ninth day of December One thousand nine hundred and nine or within six months after any successive period of ten years for permission so to surrender his lease.	
(3) If the Board is satisfied that the applicant holds the allotment <i>bond fide</i> for his sole use and benefit and that such surrender is approved of in writing by any mortgagee of such lease the Governor in Council may if he think fit accept such surrender and on payment of such fee as may be prescribed by the regulations issue to such applicant an agricultural or grazing allotment licence (residential or non-residential) for such allotment under Division three of this Act.	

- (4) Any such applicant who has been so granted an agricultural or grazing allotment and who proves to the satisfaction of the Board that he has occupied his allotment may if the Minister think fit have his licence therefor dated from the first day of January or the first day of July in the half-year in which he commenced to occupy such allotment, and in the event of his occupation of such allotment not having been continuous may if the Minister think fit have his licence therefor so dated from the first day of January or July in any year as to cover in the aggregate the periods during which he has so occupied his allotment and such licence shall thereupon be deemed to have been issued on such date.
- (5) Such licence shall not be issued until the applicant pays the amount of licence-fees which would have been payable under the licence if it had been issued on the date thereof.
- (6) The applicant on the issue to him of the new licence shall be entitled to have all substantial and permanent improvements valued by the Board and to be credited with the same as if made under and pursuant to the conditions and covenants of the new licence. The Governor in Council may in the new licence make all necessary adjustments accordingly.
- (7) Where a licence is issued pursuant to this section the licensee may notwithstanding anything to contrary in section fifty-seven of the *Land Act* 1890 at any time after the issue of such licence, give to any person, who at the time of surrender of the perpetual lease was a mortgagee thereof, a licence lien on his improvements to the full amount due on such mortgage at the time of such surrender; and except as herein provided the provisions of the *Land Acts* relating to licence liens shall apply to the licence lien given pursuant to this section.

Disagreed with.

## 4. After clause 110 insert the following new clause :—

- G. (1) Where by a condition contained in the lease of any pastoral allotment or grazing area the right of ingress egress and regress to and from such allotment or area is reserved in favour of any person his agents and servants, then it shall be the duty of the lessee of such allotment or area to erect and maintain a swing gate on any part of such allotment or area where there is a fence across any track used or required pursuant to such condition through or over such allotment or area. Every such gate shall by such lessee be constructed and maintained in good working order to the satisfaction of the Board.
- (2) If any person wilfully damages or destroys any such gate, he shall be liable on conviction to a penalty not exceeding Ten pounds. If any person after passing through any such gate wilfully neglects to close and fasten the same, he shall be liable on conviction to a penalty not exceeding Five pounds.

Enforcement of condition as to ingress egress and regress in lease of pastoral allotment or grazing area.

Agreed to with the following amendments:—Line 3, after "area" insert "or by a proclamation of the Governor in Council in pursuance of this Act"; line 7, after "servants" insert "or in favour of the public."

## 5. Clause 132, after sub-clause (d) insert the following new sub-clause :—

- (dd) A condition that the perpetual lessee his executors administrators or assigns will not cut damage or remove or cause or permit to be cut damaged or removed any live trees or mallee scrub growing upon and within two chains of the boundaries of the land demised.

Disagreed with.

## Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

## 6. After clause 133 insert the following new clause:—

DD. (1) Any lessee of a perpetual lease under the *Mallee Lands Act 1896* on which no arrears of rent are due may in writing apply within six months from the commencement of this Act or within six months after the first day of December One thousand nine hundred and three or within six months after the expiration of any successive period of ten years for permission to surrender his lease to Her Majesty the Queen.

Power of perpetual lessee in mallee to surrender lease.

(2) If the Board is satisfied that the applicant holds the allotment *bonâ fide* for his sole use and benefit and that such surrender is approved of in writing by any mortgagee of such lease the Governor in Council may if he think fit accept such surrender and on payment of such fee as may be prescribed by the regulations issue to such applicant an agricultural licence under the *Mallee Lands Act 1896* or varied as in this Part provided.

(3) Any such applicant who has been so granted an agricultural allotment and who proves to the satisfaction of the Board that he has occupied his allotment under perpetual lease or formerly under mallee lease or both under mallee lease and perpetual lease may if the Minister think fit have his licence therefor dated from the first day of January or the first day of July in the half-year in which he commenced to occupy such allotment, and in the event of his occupation of such allotment not having been continuous may if the Minister think fit have his licence therefor so dated from the first day of January or the first day of July in any year as to cover in the aggregate the periods during which he has so occupied his allotment and such licence shall thereupon be deemed to have been issued on such date.

Disagreed with.

(4) Such licence shall not be issued until the applicant pays the amount of the licence-fees which would have been payable under the licence if it had been issued on the date thereof.

(5) The applicant shall on the issue of the licence to him be entitled to have all substantial and permanent improvements on such allotment valued by the Board and to be credited with such improvements as if made under and pursuant to the conditions and covenants of the licence.

(6) The Governor in Council may in the new licence make all necessary adjustments accordingly.

(7) Where a licence is issued pursuant to this section the licensee may notwithstanding anything to contrary in section fifty-seven of the *Land Act 1890* at any time after the issue of such licence give to any person who at the time of surrender of the perpetual lease was a mortgagee thereof a licence lien on his improvements to the full amount due on such mortgage at the time of such surrender; and except as herein provided the provisions of the Land Acts relating to licence liens shall apply to the licence lien given pursuant to this section.

7. Clause 135, lines 23-4, omit "the Minister before the acceptance of such surrender may if he thinks fit require to be furnished" and insert "such surrender shall not be accepted unless made."

8. Clause 153, omit this clause and insert the following new clause:—

JJ. After any provisional contract or agreement with regard to any land has been entered into as aforesaid no action shall be taken to acquire any such land thereunder until such contract or agreement is submitted to the Legislative Assembly and the Legislative Assembly by resolution declares that it is expedient to acquire such land.

Provisional contract &c. to be submitted to Assembly.  
Comp. No. 1177 s. 13 (6).

Agreed to with the following amendment:—Line 3, after "no" insert "further."

## Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

9. Clause 168, after sub-clause (6) insert the following new sub-clause :—

(6a) Every licence or lease shall be liable to forfeiture if any licence-fee or rent be not paid within the prescribed period or upon breach of any condition annexed to such lease but forfeiture for non-payment of licence-fee or rent may be prevented by payment thereof with an additional sum equal to Five per centum of the amount of licence-fee or rent due within three months of the due date thereof or of Ten per centum of such amount within six months of such date but no forfeiture shall operate to extinguish any debt to the Crown in respect of such rent.

Liability of lessees on non-payment of rent.  
N.S.W. Act 1884 No. 18 s. 96.

Agreed to with the following amendments :—Line 1, omit "licence or"; lines 2-3, omit "licence-fee or rent" and insert "half-yearly instalment"; line 3, after "not" insert "punctually," and after "paid" omit "within the prescribed period"; lines 6-7, omit "licence-fee or rent" and insert "any instalment"; line 9, omit "licence-fee or rent due" and insert "such instalment"; line 14, omit "rent" and insert "instalment."

10. After clause 180 insert the following new clause :—

EEE. (1) Where any person applies to become the licensee of—

(a) an agricultural allotment (residential) under Part I. of the *Land Act* 1890 and any amendment thereof; or

Agricultural allotment licence &c. with residence by agent.

(b) a grazing allotment (residential) under this Act; or

(c) an agricultural allotment (residential) in the mallee country or mallee border; such person may if he so desires have such licence issued to him with a condition that personal occupation of such allotment by any agent of such person shall be deemed and taken to be occupation by the licensee of such allotment.

- (2) Where a licence is so issued with such a condition the licence shall be issued subject to the provisions of the Land Acts relating respectively to—

(a) agricultural allotments (residential) under Part I. of the *Land Act* 1890 and any amendment thereof; or

(b) grazing allotments (residential) under this Act; or

(c) agricultural allotments (residential) in the mallee country or mallee border;

but varied in the following particulars, namely:—

(a) such agent shall personally reside upon such land for at least eight months in each and every year for which such licence is issued;

(b) the licensee shall enclose with a fence within two years from the issue of such licence at least one-half and within four years from such issue the whole of the licensed land and keep such fence in repair; and

(c) substantial and permanent improvements shall be made in respect of each acre or fractional part of an acre within the first two years of such licence to the value of one-third of the total value of the improvements required by law to be made thereon and within the first four years to the value of two-thirds of the said total value and within the first six years of such licence to the total value of the improvements required by law to be made thereon.

- (3) No person shall at any one time be qualified to hold more than one allotment under a licence containing such a condition as aforesaid, and occupation by the wife or child or father or mother shall not be deemed and taken to be occupation by the licensee.

Disagreed with.

The Honorable Sir H. Cuthbert moved, That the Council do not insist on amendment 3.  
Debate ensued.

Question—put.

The Council divided.

Ayes, 4.

The Hon. Sir H. Cuthbert  
W. McCulloch.

*Tellers.*

D. Melville  
J. A. Wallace.

Noes, 24.

The Hon. J. H. Abbott  
J. Balfour  
J. Bell  
F. Brown  
J. C. Campbell  
T. Comrie  
J. H. Connor  
S. W. Cooke  
E. J. Crooke  
T. Dowling  
Dr. W. H. Embling  
N. FitzGerald  
S. Fraser  
F. S. Grimwade  
W. Knox  
J. Y. McDonald  
E. Miller  
W. Pitt  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
J. Sternberg  
N. Thornley.

*Tellers.*

W. Pearson  
P. Phillips.

And so it passed in the negative.

Amendments of the Legislative Assembly in amendment 4 agreed to.

Amendment 5, after debate, not insisted on.

Amendment 6 insisted on.

Amendment 7 not insisted on.

Amendments of the Legislative Assembly in amendments 8 and 9 agreed to.

Amendment 10, after debate, not insisted on.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council do not insist on some of their amendments in this Bill with which the Legislative Assembly have disagreed, that they do insist on other of the said amendments, and that they have agreed to the amendments made by the Legislative Assembly on certain amendments of the Legislative Council.

7. WATER SUPPLY LOANS APPLICATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—

*“An Act to sanction the issue and application of certain sums of money as Loans for Water Supply and Irrigation Works in the Country Districts and for other purposes.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

8. LILYDALE TO WARBURTON RAILWAY CONSTRUCTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair ; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*“An Act to authorize the construction by the State of a Line of Railway from Lilydale to Warburton.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to further amend the Land Acts and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly do not insist on disagreeing with the amendments in such Bill insisted on by the Legislative Council.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

10. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment made in such Bill by the Legislative Council.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

11. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “*An Act to amend the Administration and Probate Acts,*” and acquaint the Legislative Council that the Legislative Assembly do not insist on some of their amendments in this Bill with which the Legislative Council have disagreed, but do insist on the amendment to add new sub-section (2) to clause 8, and have disagreed with the amendments made by the Legislative Council in the said amendment.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

Ordered—That the foregoing Message be taken into consideration this day.

12. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to further amend the Factories and Shops Acts,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

13. FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the Factories and Shops Acts,*” be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and, by leave, to be read a second time this day.

14. PETITION.—The Honorable Sir A. Snowden, by leave, presented a Petition from certain pork butchers, carrying on business in or about the City of Melbourne, praying that in the proposed legislation for the half-holiday closing of shops pork butchers should be exempted from the provisions of any such law.

Ordered to lie on the Table, and referred to the Committee on the Factories and Shops Acts further Amendment Bill.

15. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand eight hundred and ninety-nine and to appropriate the Supplies granted in this Session of Parliament,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

16. APPROPRIATION BILL.—The Honorable Sir H. Cuthbert moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand eight hundred and ninety-nine and to appropriate the Supplies granted in this Session of Parliament,*" be now read a first time.

Question—put and resolved in the affirmative.—Bill read a first time, ordered to be printed, and, by leave, to be read a second time this day.

17. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for Export and to regulate the Exportation thereof,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the same with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

And the said amendments were read, and are as follow:—

Clause 10, line 8, before "case" insert "crate."

„ line 14, omit "brand."

„ line 15, after "stamp" insert "or," and after "mark" omit "or label."

Clause 15, line 24, after "or" insert "wilfully or knowingly."

On the motion of the Honorable W. McCulloch the Council, after debate, agreed to the several amendments made in this Bill by the Legislative Assembly, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

18. INCOME TAX BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill:—

*"An Act to continue the Income Tax Acts for the Year ending on the thirty-first day of December One thousand eight hundred and ninety-nine and to declare the Rates of Duties thereunder."*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

19. RAILWAY LANDS ACQUISITION ACT 1893 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable W. McCulloch moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable W. McCulloch moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable W. McCulloch, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill:—

*"An Act to amend the Railway Lands Acquisition Act 1893."*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

20. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Message from His Excellency the Governor recommending amendments in the Bill intituled "*An Act to amend the 'Registration of Births Deaths and Marriages Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the several amendments recommended by His Excellency the Governor in this Bill.

Legislative Assembly,  
Melbourne, 16th December, 1898.

F. C. MASON,  
Speaker.

21. HAWKERS AND PEDLERS LAW AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*"An Act to amend the Law relating to Hawkers and Pedlers."*

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

22. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole having been read—the President left the Chair, and the Council resolved itself into Committee.

[John Mathieson, Esq., Commissioner of Railways, and F. Rennick, Esq., Engineer-in-Chief, were examined at the Bar. See Evidence, page 423, *post.*]

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable W. McCulloch the Council, after debate, adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable W. McCulloch, the Bill was read a third time and passed.

The Honorable W. McCulloch moved, That the following be the title of the Bill :—

*"An Act to authorize the construction by the State of a Line of Railway from Colac to Beech Forest."*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

23. PLURAL VOTING ABOLITION BILL.—The Order of the Day for the consideration of the amendments made and insisted on by the Legislative Council in this Bill and disagreed with by the Legislative Assembly having been read—the Honorable W. McCulloch moved, That the Council do not now insist on their amendments.

Debate ensued.

Question—put and negatived.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council still insist on their amendments in this Bill with which the Legislative Assembly have disagreed.

24. DISCHARGE OF ORDERS OF THE DAY.—On the motion of the Honorable Sir H. Cuthbert the following Orders of the Day were read and discharged :—

*Meat Supervision Bill—To be further considered in Committee.*

*Poisons Act 1890 further Amendment Bill—Second reading.*

Ordered—That the said Bills be withdrawn.

25. ADMINISTRATION AND PROBATE ACTS AMENDMENT BILL.—The Order of the Day for the consideration of the amendment made and insisted on by the Legislative Assembly in this Bill having been read—the said amendment was read, and is as follows :—

Amendment made by the Legislative Assembly.  
Clause 8, page 3, add the following new sub-section :—

How dealt with.

(2) In the administration of the estate of a person who dies after the commencement of this Act debts of record if of record in the life-time of such person shall rank in the same degree as if they were specialty or simple contract debts.

Agreed to by the Council with the following amendments :—Omit “if,” in line 3, and insert “whether”; after “person,” in line 4, insert “or obtained against his executor or administrator.”

Amendment insisted on by the Assembly, and Council's amendments disagreed with.

The Honorable Sir H. Cuthbert moved, That the words “for debts incurred by the deceased” be added after the words “or administrator” in the amendment made by the Council on the amendment of the Legislative Assembly.

Question—That the words proposed to be added be so added—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, That the Council agree to the amendment made by the Legislative Assembly as further amended.

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the amendment of the Legislative Assembly to add a new sub-section to clause 8 with a further amendment, and requesting their concurrence therein.

And the Council having continued to sit till after Twelve of the clock—

SATURDAY, 17TH DECEMBER, 1898.

26. IMMIGRATION RESTRICTION BILL.—The Order of the Day for the consideration of the amendments made in this Bill by the Legislative Council and disagreed with by the Legislative Assembly, or agreed to with an amendment, having been read—the said amendments were read, and are as follow :—

Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

1. Omit clauses 1 to 18 inclusive and insert the following new clauses :—

Omission of clauses 1, 6, and 7 agreed to; omission of clauses 2 to 5 inclusive and of clauses 8 to 18 inclusive disagreed with.

2 B. This Act shall not apply to—

Exemptions.

- (a) any person possessed of a certificate in the form set out in the First Schedule to this Act, and signed by the Commissioner of Trade and Customs (hereinafter called the Commissioner), or the Agent-General of Victoria, or any officer appointed by the Governor in Council for the purposes of this Act, whether in or out of Victoria;
- (b) any person of a class for whose immigration into Victoria provision is made by law or by a scheme approved by the Governor in Council;
- (c) any person specially exempted from the operation of this Act by a writing under the hand of the Commissioner;
- (d) members of Her Majesty's sea and land forces and officers on the active or retired lists or pensioners of the same, or persons who have been discharged from Her Majesty's sea and land forces with good character;
- (e) the officers and crew of any ship of war of any Government;
- (f) the officers and crew of any other vessel landing during the stay of such vessel in any port of Victoria;
- (g) any person duly accredited to Victoria by or under the authority of the Imperial or any other Government.

Disagreed with.

3. C. The immigration into Victoria by land or sea of any person of the class defined in the following sub-section hereinafter called "prohibited immigrant" is prohibited, namely—

Prohibited  
immigrants:

any person who when asked to do so by an officer appointed under this Act shall fail to write out in his own handwriting in some European language and sign an application to the Commissioner in the form set out in the Second Schedule to this Act, or in a form of a similar purport proclaimed from time to time by the Governor in Council in substitution of the form set out in such Schedule.

4. D. (1) Any person (hereinafter referred to as the employer) domiciled in Victoria may on entering into a bond as hereinafter mentioned engage and employ in any year not more than five persons who on entry into Victoria fail to comply with the requirements of the last preceding section; and the persons so engaged shall during such time as they remain in the service of such employer not be prohibited immigrants within the meaning of this Act.

Certain  
employés not  
deemed  
"prohibited  
immigrants"  
on bond being  
given.

- (2) The said bond shall be in such form as the Commissioner directs, and shall be entered into by the employer and also by two sufficient sureties approved by the Commissioner, and shall provide for the payment to Her Majesty her heirs and successors of the sum of Two hundred pounds for each and every person so engaged and employed in the event of the undermentioned conditions not being duly observed (that is to say):—

Disagreed with.

- (a) That the employer shall not engage or employ in any one year more than five persons who would otherwise be prohibited immigrants;
- (b) That every person so engaged and employed shall at the expense of the employer be returned to the country from which he came within five years from his arrival in Victoria, and the Commissioner shall be notified by the employer when any such person is so returned;
- (c) That the names and descriptions of all persons so engaged and employed shall be notified to the Commissioner in the month of January in each and every year.

5. E. Any prohibited immigrant making his way into or being found within Victoria in disregard of the provisions of this Act shall be deemed to have contravened this Act, and shall be liable in addition to any other penalty to be removed from the colony and upon conviction may be sentenced to imprisonment not exceeding six months without hard labour: Provided that such imprisonment shall cease for the purpose of deportation of the offender, or if he shall find two approved sureties each in the sum of Fifty pounds sterling that he will leave the colony within one month.

Unlawful entry  
of prohibited  
immigrant.

Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

6. F. Any person appearing to be a prohibited immigrant within the meaning of section three of this Act shall be allowed to enter Victoria upon the following conditions :—

(a) He shall before landing deposit with an officer appointed under this Act the sum of One hundred pounds sterling.

(b) If such person shall within one week after entering Victoria obtain from the Commissioner, or a police magistrate, a certificate that he does not come within the prohibition of this Act, the deposit of One hundred pounds sterling shall be returned.

(c) If such person shall fail to obtain such certificate within one week, the deposit of One hundred pounds sterling may be forfeited, and he may be treated as a prohibited immigrant :

Provided that in the case of any person entering Victoria under this section no liability shall attach to the vessel or to the owners of the vessel in which he may have arrived at any port in the colony.

Entry permitted on certain conditions.

Disagreed with.

7. G. Any person who shall satisfy an officer appointed under this Act that he has been formerly domiciled in Victoria shall not be regarded as a prohibited immigrant.

Persons formerly domiciled in Victoria.

Agreed to with the following amendment :—After "Victoria" insert "and that he does not come within the meaning of any of the paragraphs (b), (c), (d), and (e) of section three of this Act."

8. I. The master and owners of any vessel from which any prohibited immigrant may be landed before such immigrant is passed by an officer appointed for that purpose by the Government shall be jointly and severally liable to a penalty of One hundred pounds in respect of the landing as aforesaid from such vessel of any prohibited immigrant, and to a further penalty of Twenty pounds for each such immigrant so landed in excess of the number of five : Provided that the total amount of penalties incurred in any one voyage of the vessel shall not exceed Five thousand pounds, and the vessel may be made executable by a decree of the Supreme Court in satisfaction of any such penalty, and the vessel may be refused a clearance outwards until such penalty has been paid, and until provision has been made by the master to the satisfaction of an officer appointed under this Act for the conveyance out of the colony of each prohibited immigrant who may have been so landed.

Liability of master and owners of ship for illegal landing of immigrants.

Disagreed with.

9. J. A prohibited immigrant shall not be entitled to a licence to carry on any trade or calling, nor shall he be entitled to acquire land in leasehold freehold or otherwise or to exercise any parliamentary or municipal franchise, and any licence or franchise right which may have been acquired in contravention of this Act shall be void.

Disabilities of prohibited immigrants.

10. K. Any person who shall in any way willfully assist any prohibited immigrant to contravene the provisions of this Act shall be deemed to have contravened this Act.

Offence of assisting in contraventions.

## Amendments made by the Legislative Council.

How dealt with by the Legislative Assembly.

- |   |  |                          |
|---|--|--------------------------|
| <p>11. L. Any member of the police force or other officer appointed therefor under this Act may subject to the provisions of section five prevent any prohibited immigrant from entering Victoria by land or sea.</p>   | <p>Powers of police to prevent entry.</p>              | <p>} Disagreed with.</p> |
| <p>12. M. The Governor in Council may from time to time appoint, and at pleasure remove, officers for the purpose of carrying out the provisions of this Act, and may define the duties of such officers, and such officers shall carry out the instructions from time to time given to them by the Commissioner.</p>   | <p>Officers for carrying out Act.</p>                  |                          |
| <p>13. N. (1) The Governor in Council may make regulations for the better carrying out of the provisions of this Act.</p>   | <p>Regulations.</p>                                    |                          |
| <p>(2) Such regulations shall be published in the <i>Government Gazette</i> and a copy thereof shall be laid before both Houses of Parliament within fourteen days after such publication if the Parliament is then sitting, and if the Parliament is not then sitting within fourteen days of its next meeting; and if disapproval of such regulations be not expressed by resolution of either House of Parliament within fourteen days after the same have been laid before such House they shall have the force of law.</p> |  |                          |
| <p>14. O. The penalty for any contravention of this Act, or of any regulation made thereunder where no higher penalty is expressly imposed, shall not exceed a fine of Fifty pounds sterling, or imprisonment with or without hard labour until payment of such fine or in addition to such fine, but not exceeding in any case three months.</p>   | <p>Punishments.</p>                                    |                          |
| <p>15. P. All contraventions of this Act or of regulations thereunder and suits for penalties or other moneys not exceeding One hundred pounds sterling shall be cognizable by any court of summary jurisdiction.</p>   | <p>Jurisdiction of courts of summary jurisdiction.</p> |                          |

The Honorable Sir H. Cuthbert moved, That the Council do not insist on their amendments with which the Legislative Assembly have disagreed, and agree to the amendment of the Legislative Assembly in clause G.

Debate ensued.

Question—put and negatived.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council insist on their amendments with which the Legislative Assembly have disagreed, and have disagreed with the amendment of the Legislative Assembly in clause G.

27. FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments.

The Honorable Sir H. Cuthbert moved, by leave, That the Report from the Committee of the whole be taken into consideration this day.

Question—put and resolved in the affirmative.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill:—

“An Act to further amend the Factories and Shops Acts.”

Question—put and resolved in the affirmative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council have agreed to the same with amendments, and requesting their concurrence therein.

28. **APPROPRIATION BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.

Debate ensued.

Question—put and resolved in the affirmative.—Bill read a second time.

The Honorable Sir H. Cuthbert moved, That this Bill be now committed to a Committee of the whole.

Question—put and resolved in the affirmative.

And, on the further motion of the Honorable Sir H. Cuthbert, the President left the Chair, and the Council resolved itself into Committee.

The President resumed the Chair; and the Honorable F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report to be taken into consideration this day.

On the motion of the Honorable Sir H. Cuthbert the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable Sir H. Cuthbert, the Bill was read a third time and passed.

The Honorable Sir H. Cuthbert moved, That the following be the title of the Bill :—

*“ An Act to apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand eight hundred and ninety-nine and to appropriate the Supplies granted in this Session of Parliament.”*

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

29. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “ *An Act to amend the Administration and Probate Acts,*” and acquaint the Legislative Council that the Legislative Assembly do not insist on disagreeing with the amendments made by the Legislative Council in new sub-section (2) of clause 8, and agree to the further amendment made by the Legislative Council in such sub-section.

Legislative Assembly,  
Melbourne, 17th December, 1898.

F. C. MASON,  
Speaker.

30. **MESSAGE FROM THE LEGISLATIVE ASSEMBLY.**—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled “ *An Act to further amend the Factories and Shops Acts,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to some of the amendments made in such Bill by the Legislative Council, have disagreed with others of the said amendments, and have agreed to one of the said amendments with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 17th December, 1898.

F. C. MASON,  
Speaker.

And the said amendments were read, and are as follow :—

Amendments made by the Legislative Council.	How dealt with by the Legislative Assembly.
1. Clause 8, line 5, omit “ or.”	} Disagreed with.
2. „ omit sub-clause (c).	
Insert the following new clauses :—	
3. A. During any week in which any person permits each and every person employed by him in delivering milk to have and such person has taken a half-holiday from the hour of one o'clock in the afternoon on any Monday Tuesday Wednesday Thursday Friday or Saturday such first-mentioned person shall not be deemed to be guilty of an offence against any of the provisions of the Factories and Shops Acts by reason only that he delivers or causes to be delivered milk after the hour of twelve o'clock noon on Sunday or after the hour of one o'clock in the afternoon on any other day.	} Clause A agreed to with the following amendments :— Line 3, after “ and ” insert “ each and every ”; lines 10–11, omit “ after the hour of twelve o'clock noon on Sunday or ”; line 13, omit “ other day ” and insert “ Monday Tuesday Wednesday Thursday Friday or Saturday.”
4. B. In sub-section (a) of section three of the <i>Factories and Shops Act 1896</i> in lieu of the word “ one ” where it first occurs there shall be substituted the word “ two.”	
5. C. In sub-section (2) of section four of the <i>Factories and Shops Amendment Act 1896</i> after the words “ furniture shall ” the words “ in the case of work to be done by Chinese ” are hereby inserted.	} Disagreed with.

The Honorable Sir H. Cuthbert moved, That the Council do not insist on amendments 1 and 2.

Debate ensued.

Question—put.

The Council divided.

Ayes, 12.

The Hon. J. H. Abbott  
J. Bell  
T. Comrie  
Sir H. Cuthbert  
W. Knox  
W. McCulloch  
E. Miller  
E. Morey  
Sir A. Snowden  
J. Sternberg.

*Tellers.*

S. W. Cooke  
F. S. Grimwade.

Noes, 11.

The Hon. S. Austin  
F. Brown  
J. C. Campbell  
J. H. Connor  
D. Ham  
P. Phillips  
W. Pitt  
Lieut.-Col. Sir F. T. Sargood  
J. A. Wallace.

*Tellers.*

T. Dowling  
W. Pearson.

And so it was resolved in the affirmative.

Amendments of the Legislative Assembly in amendment 3, after debate, agreed to.

Amendments 4 and 5 not insisted on.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council do not insist on their amendments in this Bill with which the Legislative Assembly have disagreed, and have agreed to the amendments made by the Legislative Assembly in new clause A.

31. **ADJOURNMENT.**—The Honorable Sir H. Cuthbert moved, by leave, That the Council, at its rising, adjourn until Tuesday next, at half-past one o'clock.

Debate ensued.

Question—put and resolved in the affirmative.

And then the Council, at forty minutes past five o'clock in the morning, adjourned until Tuesday next.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*

## VICTORIA.

No. 43.

MINUTES OF THE PROCEEDINGS  
OF THE  
LEGISLATIVE COUNCIL.

TUESDAY, 20<sup>TH</sup> DECEMBER, 1898.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. PAPERS.—The Honorable Sir H. Cuthbert presented, by command of His Excellency the Governor—  
Progress Report of the Royal Commission on State Forests and Timber Reserves—On the  
Victoria Forest: Its resources, management, and control.  
Report of the Board appointed to inquire into and report upon matters connected with the  
management and investment of the Victorian Mining Accident Relief Fund.  
Statistical Register of the Colony of Victoria for the year 1897.—Part VI.—Production.

Severally ordered to lie on the Table.

The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk:—

Land Act 1890, Part I.—Alteration of Regulations (Chapters XI. and XIII).  
Regula Generalis.—Rules of the Supreme Court.—Rule for the Admission of Barristers and Solicitors.

4. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

BRASSEY,  
Governor.

Message No. 13.

Pursuant to the provisions of section 36 of *The Constitution Act*, the Governor transmits to the Legislative Council, for their consideration, the following amendment which he desires to be made in the Bill intituled "*An Act to amend the law relating to Dentists*":—

Clause 12, fourth line, omit "diploma," substitute "diplomas."

Government Offices,  
Melbourne, 19th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendment recommended by His Excellency the Governor, and ordered the Message to be transmitted to the Legislative Assembly with a Message requesting their concurrence therein.

5. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable Sir H. Cuthbert, and the same was read by the Honorable the President:—

BRASSEY,  
Governor.

Message No. 14.

The Governor informs the Legislative Council that he has, on this day, at the Government Offices, given the Royal Assent to the undermentioned Acts of the present Session, presented to him by the Clerk of the Parliaments, viz.:—

"*An Act to further continue in force Part III. of the 'Employers and Employés Act 1890.'*"

"*An Act to further amend the law relating to Marriage.*"

"*An Act to provide for the Drainage of Land.*"

"*An Act to amend the 'Justices Act 1890.'*"

"*An Act to authorize the Transfer of certain Employés from the Railway Service to the Public Service.*"

"*An Act to amend the 'Railway and Public Works Loan Application Act 1898.'*"

"*An Act relating to unclassified State School Teachers.*"

"*An Act to sanction the issue and application of certain sums of money as Loans for Water Supply and Irrigation Works in the Country Districts and for other purposes.*"

- "An Act to authorize the construction by the State of a Line of Railway from Lilydale to Warburton."  
 "An Act to authorize the construction by the State of a direct Line of Railway from Melbourne to Collingwood."  
 "An Act to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other products intended for Export and to regulate the Exportation thereof."  
 "An Act to continue the Income Tax Acts for the Year ending on the thirty-first day of December One thousand eight hundred and ninety-nine and to declare the Rates of Duties thereunder."  
 "An Act to amend the 'Registration of Births Deaths and Marriages Act 1890.'"  
 "An Act to authorize the construction by the State of a Line of Railway from Colac to Beech Forest."

Government Offices,  
Melbourne, 19th December, 1898.

6. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Message from His Excellency the Governor recommending an amendment in the Bill intituled "*An Act to amend the law relating to Dentists,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment recommended by His Excellency the Governor in this Bill.

Legislative Assembly,  
Melbourne, 20th December, 1898.

F. C. MASON,  
Speaker.

7. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor recommending an amendment in the Bill intituled "*An Act to amend the 'Railway Lands Acquisition Act 1893,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the said amendment recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 20th December, 1898.

F. C. MASON,  
Speaker.

BRASSEY,  
Governor.

Message.

Pursuant to the provisions of section 36 of *The Constitution Act*, the Governor transmits to the Legislative Assembly, for their consideration, the following amendment which he desires to be made in the Bill intituled "*An Act to amend the 'Railway Lands Acquisition Act 1893'*" :—

In the Schedule omit the words "becoming such Trust" and substitute therefor the words "from (as the case may be)."

Government Offices,  
Melbourne, 19th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendment recommended by His Excellency the Governor, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

8. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor recommending amendments in the Bill intituled "*An Act to further amend the Factories and Shops Acts,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the said amendments recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

F. C. MASON,  
Speaker.

Legislative Assembly,  
Melbourne, 20th December, 1898.

BRASSEY,  
Governor.

Message.

Pursuant to the provisions of section 36 of *The Constitution Act*, the Governor transmits to the Legislative Assembly, for their consideration, the following amendments which he desires to be made in the Bill intituled "*An Act to further amend the Factories and Shops Acts'*" :—

Clause 9, in fifth line of sub-clause (2), omit "quashed."

„ in first line of sub-clause (3), omit "regulations," substitute "regulation."

Government Offices,  
Melbourne, 19th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the several amendments recommended by His Excellency the Governor, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

9. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor recommending an amendment in the Bill intituled “*An Act to amend the ‘Auction Sales Act 1890,’*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the said amendment recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 20th December, 1898.

F. C. MASON,  
Speaker.

BRASSEY,  
Governor.

*Message.*

Pursuant to the provisions of section 36 of *The Constitution Act*, the Governor transmits to the Legislative Assembly, for their consideration, the following amendment which he desires to be made in the Bill intituled “*An Act to amend the ‘Auction Sales Act 1890’*” :—

In clause 7, sub-clause (1), after “cause” omit “may.”

Government Offices,  
Melbourne, 19th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the amendment recommended by His Excellency the Governor, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

10. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor recommending amendments in the Bill intituled “*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the said amendments recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,  
Melbourne, 20th December, 1898.

F. C. MASON,  
Speaker.

BRASSEY,  
Governor.

*Message.*

Pursuant to the provisions of section 36 of *The Constitution Act*, the Governor transmits to the Legislative Assembly, for their consideration, the following amendments which he desires to be made in the Bill intituled “*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes*” :—

Clause 8, page 5, fourth line, omit “numbers,” substitute “number.”

Clause 13, ninth line, omit “together with the fee payable for such right.”

Third Schedule, omit “and I forward a Sixpenny stamp in payment for the same.”

Government Offices,  
Melbourne, 19th December, 1898.

On the motion of the Honorable Sir H. Cuthbert the Council agreed to the several amendments recommended by His Excellency the Governor, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

11. ROYAL ASSENT TO BILLS.—His Excellency the Governor, at the Parliament House, gave the Royal Assent to the following Bills :—

“*An Act to amend the law relating to Dentists.*”

“*An Act to amend the ‘Railway Lands Acquisition Act 1893.’*”

“*An Act to further amend the Factories and Shops Acts.*”

“*An Act to amend the ‘Auction Sales Act 1890.’*”

“*An Act to amend the Administration and Probate Acts.*”

12. APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

13. ROYAL ASSENT TO BILLS.—His Excellency the Governor came into the Council Chamber, and commanded the Usher to desire the attendance of the Legislative Assembly, who, being come with their Speaker, he, after a short speech to His Excellency, delivered the Appropriation Bill to the Clerk of the Parliaments, who brought it to the Table.

His Excellency was then pleased to assent to the following Bills :—

“*An Act to apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand eight hundred and ninety-nine and to appropriate the Supplies granted in this Session of Parliament.*”

“*An Act relating to the Purification of the Electoral Rolls for the Legislative Assembly and for other purposes.*”

“*An Act to further amend the Land Acts and for other purposes.*”

To these Bills the Royal Assent was pronounced severally by the Clerk of the Parliaments in these words :—

“In the name and on behalf of Her Majesty I assent to this Act.”

14. His Excellency was then pleased to speak as follows :—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

I am pleased to be able to release you from your attendance in Parliament after a long and arduous session.

The Federal Council of Australasia, held at Hobart in January, 1897, resolved that its next meeting should take place in Melbourne, where it had not previously held a session. I have accordingly summoned the Council to meet here on the 24th of January next, and I trust that its deliberations will benefit the colonies represented and lead to the continuation and increase of the good feeling that has always existed amongst them.

It must be recognised that the Federal Council, however useful it has proved, does not give that close and effective union to which Australia looks forward. It is therefore to be hoped that before many months have passed the difficulties which have delayed the cause of Federation will be removed and a Constitution definitely adopted that will be acceptable to the people of all the colonies. If it become necessary, I shall call you together in a special session to deal with this matter.

A meeting of the Premiers of Australia will be held in Melbourne in the early part of next year, when not only the question of Federation, but many other weighty matters affecting the interests of the various colonies will receive mature consideration.

The permanent settlement of the people on the land is now, as it always has been in Victoria, one of the most important questions to which the Legislature can devote itself. The carefully considered and comprehensive measure that you have passed will facilitate settlement and improve the condition of the settlers. The principle of the classification of the land by which the price is made to depend on the quality is new, and, together with the liberal terms of payment provided for, will be found to be an inducement to occupy land which would not have given an adequate return on the conditions formerly imposed. The extension of the time for payment of arrears of rent will be a boon to the settlers whom the protracted drought had deprived of resources.

Now that the best lands have passed away from the State, it becomes more and more difficult to supply the legitimate requirements of farmers, and the sons of farmers, for land which they can cultivate at a profit. I am deeply gratified at the passing of that part of the Land Act which enables the Government to purchase from private holders rich agricultural land which can be sold on advantageous terms to those who desire to cultivate it. This power judiciously used should greatly benefit the cultivators, and lead to increased production and to the development of the natural resources of the colony.

The policy of increased expenditure on Public Works and in the development of the great natural resources of the colony, which my Government announced at the opening of the session, has received your approval. A quarter of a million has been already borrowed locally, on advantageous terms, and satisfactory arrangements will be entered into for obtaining the further amount necessary for the carrying out of the entire scheme submitted to you. This will include a system of water conservation in the mallee which will add greatly to the productive capacity of that province, will aid the mining, agricultural, and producing industries, and also provide other works which, whilst benefiting the State, will give employment at the time when it is most needed.

The measures for railway construction which you have sanctioned will at a reasonable cost open up and render available for settlement the wheat lands of the mallee country and the timber districts of the coast. The narrow-gauge lines made under the provisions of the Acts passed for that purpose should finally determine the question whether this class of railway can be constructed with advantage in the mountainous districts of the colony.

It is to be regretted that the long-debated questions of giving to each citizen only one vote for the election of Members of the Legislative Assembly and extending the franchise to women, which have agitated the community for years, have not been set at rest by the concurrence of both branches of the Legislature in the proposals of my Advisers. It is equally a cause for regret that a measure for the restriction of the immigration of undesirable persons, which would deal, as regards Victoria, with an evil that threatens all Australia, has not as yet met with the sanction of Parliament.

The Act which you passed for the removal of the defects, which experience had shown to exist in the compilation and revision of the rolls of electors, promises to remedy a serious cause of complaint against our electoral system.

Amongst other measures to which you have given your approval may be enumerated an Act which affords relief upon reasonable terms to municipalities from the burden of providing sinking funds as well as interest upon their debts; an Act to permit the formation of drainage trusts, which will be of great value to many parts of the country; an Act to regulate the celebration of marriages, designed to remove scandals which have been long complained of; an Act to provide for the inspection of exported products, intended to maintain the high standard of our exports; an Act to prevent the attachment of the small earnings of workmen; and many other valuable and important proposals for the benefit of the community.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

I thank you on behalf of Her Majesty for the wise liberality with which you have granted supplies to enable the service of the State to be efficiently conducted and the resources of the country judiciously developed.

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

Unfortunately time did not allow the consideration of the Bill to amend the Water Acts which my Government had prepared ; but they recognise the absolute necessity for dealing effectively with the question of water supply for the country districts, and this Bill will be one of the first to be laid before you next session.

During the recess my Advisers will give careful consideration to the valuable report of the Commission which I appointed to deal with the question of the provision for aged and necessitous persons, and will prepare a measure on this subject which will be submitted for your approval.

The Board appointed to inquire into the Public Service will, I am glad to learn, in all probability complete its complicated and difficult task about February next. My Government will carefully consider the recommendations that it will make with a view to the preparation of a measure to be laid before you for the rectifying of many anomalies of which the Public Service complains.

In releasing you from your Parliamentary duties, I am gratified to be able to assure you of the returning prosperity of the country. I desire to express the hope that under the blessings of Divine Providence your labours may tend to the maintenance and increase of that prosperity.

I now, in Her Majesty's name, declare this Parliament to be prorogued to Wednesday, the 15th day of February next, and it is prorogued accordingly.

GEORGE H. JENKINS,

*Clerk of the Legislative Council.*



---

---

SELECT COMMITTEES.

---

---



PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS  
(JOINT).

---

APPOINTED (UNDER ACT No. 1350) 26<sup>TH</sup> OCTOBER, 1897.

---

The Hon. J. H. Abbott\*  
J. Buchanan

The Hon. D. Melville †  
E. Morey.

\* Appointed in place of the Hon. J. Buchanan (retired by rotation), 6th September, 1898.  
† Re-appointed after re-election, 6th September, 1898.

APPOINTED DURING THE SESSION 1898.

No. 1.—ADDRESS IN REPLY TO THE OPENING SPEECH OF HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT.

Appointed 28th June, 1898.

The Hon. D. Melville  
S. Austin  
T. Comrie  
J. H. Connor

The Hon. D. Ham  
E. Miller  
J. Sternberg.

No. 2.—STANDING ORDERS.

Appointed 12th July, 1898.

The Hon. The President  
S. Austin  
J. Balfour  
J. Bell  
S. W. Cooke

The Hon. N. FitzGerald  
Lieut.-Col. Sir F. T. Sargood  
J. Service  
Sir A. Snowden  
N. Thornley.\*

\* Re-appointed after re-election, 6th September, 1898.

No. 3.—PARLIAMENT BUILDINGS (JOINT).

Appointed 12th July, 1898.

The Hon. The President  
J. H. Abbott\*  
S. Fraser\*

The Hon. W. Pitt  
W. I. Winter-Irving.

\* Re-appointed after re-election, 6th September, 1898.

No. 4.—LIBRARY (JOINT).

Appointed 12th July, 1898.

The Hon. The President  
C. J. Ham\*  
D. Melville\*

The Hon. Sir H. J. Wrixon\*  
Sir H. Cuthbert.

\* Re-appointed after re-election, 6th September, 1898.

No. 5.—REFRESHMENT ROOMS (JOINT).

Appointed 12th July, 1898.

The Hon. T. Dowling\*  
Dr. W. H. Embling\*  
E. Morey

The Hon. J. M. Pratt  
J. A. Wallace.

\* Re-appointed after re-election, 6th September, 1898.

No. 6.—PRINTING.

Appointed 12th July, 1898.

The Hon. The President  
J. Buchanan\*  
Sir R. T. H. Clarke, Bart.  
J. H. Connor  
G. Godfrey

The Hon. D. Ham  
P. Phillips  
C. Sargeant †  
J. Sternberg  
T. D. Wanliss.\*

\* Seat became vacant by rotation, September, 1898.

† Resigned his seat, 17th October, 1898.

## No. 7.—ELECTIONS AND QUALIFICATIONS.

Appointed (by President's Warrant) 26th July, 1898.

The Hon. J. Balfour	The Hon. F. S. Grimwade
Sir H. Cuthbert	Sir A. Snowden
N. FitzGerald	N. Thornley.*
G. Godfrey	

\* Re-appointed after re-election, 6th September, 1898.

## No. 8.—IMMIGRATION RESTRICTION BILL.

Appointed 24th August, 1898.

The Hon. S. Austin	The Hon. J. M. Pratt
J. Balfour	Lieut.-Col. Sir F. T. Sargood
Sir H. Cuthbert	Sir A. Snowden
Dr. W. H. Embling*	J. Sternberg
F. S. Grimwade	A. Wynne.

\* Re-appointed after re-election, 6th September, 1898.

## No. 9.—EXPORTED PRODUCTS BILL.

Appointed 18th October, 1898.

The Hon. S. Austin	The Hon. P. Phillips
J. C. Campbell	Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
E. J. Crooke	N. Thornley
C. J. Ham	W. McCulloch.

## No. 10.—PERMANENT ARTILLERY APPOINTMENTS.

Appointed 25th October, 1898.

The Hon. J. Balfour	The Hon. D. Melville
S. W. Cooke	W. Pearson
W. Knox	W. I. Winter-Irving
W. McCulloch	N. Thornley.

## No. 11.—ELECTRIC TRACTION ON RAILWAYS.

Appointed 2nd November, 1898.

The Hon. J. H. Abbott	The Hon. Sir A. Snowden
J. Bell	J. Sternberg
D. Melville	J. A. Wallace.
E. Morey	



VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 1.

Extracted from the Minutes.

TUESDAY, 9TH AUGUST, 1898.

No. 1.—FERN TREE GULLY AND GEMBROOK RAILWAY CONSTRUCTION BILL—Clause 3 :—

(1) It shall be lawful for the Board to make and construct the following railway in the line and upon the lands described in the Schedule to this Act and within any deviation thereof as herein provided and all proper works and conveniences in connexion therewith (that is to say) :—

A "two feet six inches narrow" gauge railway commencing at the Upper Fern Tree Gully Railway Station, and terminating at or near Bromby's Hill in allotment A11 in the parish of Gembrook in the line and upon the lands described in the Schedule hereto, to be called the Fern Tree Gully and Gembrook Railway.

\* \* \* \* \*

—(Hon. Sir H. Cuthbert.)

Amendment proposed—That the words "two feet six inches narrow," in line 4, be omitted with a view to insert in place thereof the words "five feet three inches."—(Hon. S. W. Cooke.)

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

Committee divided.

Ayes, 14.

The Hon. J. C. Campbell  
T. Comrie  
Sir H. Cuthbert  
S. Fraser  
G. Godfrey  
F. S. Grimwade  
W. McCulloch  
E. Miller  
E. Morey  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
J. Sternberg.

Tellers.

J. H. Connor  
N. Levi.

Noes, 12.

The Hon. J. H. Abbott  
J. Bell  
S. W. Cooke  
N. FitzGerald  
D. Melville  
P. Phillips  
G. Simmie  
N. Thornley  
W. I. Winter-Irving  
A. Wynne.

Tellers.

Dr. W. H. Embling  
W. Pitt.

And so it was resolved in the affirmative.



VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 2.

Extracted from the Minutes.

TUESDAY, 23RD AUGUST, 1898.

No. 1.—LIFE ASSURANCE COMPANIES AMENDMENT BILL—Clause 8 :—

If in the case of any policy of assurance on the life of any person issued or granted by any company "before" the commencement of this Act the age of the person whose life is insured is given erroneously in any statement or warranty made for the purposes of the policy, such policy shall not be avoided by reason only of the age being other than as stated or warranted if it appears that such statement or warranty was made in good faith and without any intention to deceive ; but the person entitled to recover on such policy shall not be entitled to recover more than an amount which with the addition to age or premium which the company may have required on acceptance of the proposal to cover extra risk bore the same ratio to the sum that such person would otherwise be entitled to recover as the premium proper to the stated age of such person with the corresponding addition as aforesaid bears to the premium proper to the actual age of such person, the stated age and the actual age being both taken as at the date of the contract.—(*Hon. Sir H. Cuthbert.*)

Amendment proposed—That the word "before," in line 2, be omitted with a view to insert in place thereof the word "after."—(*Hon. J. M. Pratt.*)

Question—That the word proposed to be omitted stand part of the clause—put.

Committee divided.

Ayes, 9.

The Hon. Sir H. Cuthbert  
C. J. Ham  
W. McCulloch  
G. Simmie  
J. Sternberg  
S. Williamson  
W. I. Winter-Irving.

*Tellers.*

G. Godfrey  
D. Melville.

Noes, 13.

The Hon. J. H. Abbott  
S. Austin  
J. Bell  
J. H. Connor  
S. W. Cooke  
S. Fraser  
F. S. Grimwade  
D. Ham  
Sir A. Snowden  
J. A. Wallace  
A. Wynne.

*Tellers.*

W. Pitt  
J. M. Pratt.

And so it passed in the negative.

No. 2.—LIFE ASSURANCE COMPANIES AMENDMENT BILL—Clause 9 :—

(1) In the case of any policy of assurance on the life of any person issued or granted by any company after the commencement of this Act the age of the person whose life is assured shall, if the company is satisfied that such age is correctly stated, be indorsed by the company on the back of the policy within one year from the issue or grant thereof.

(2) If such policy be not so indorsed the company shall at the time of the acceptance of the first premium and of any premium received within one year from the issue or grant of the policy give notice in writing to the assured or to the holder of the policy that in order to avoid the cancellation of such policy it is necessary to give such proof of the correctness of the age of the assured as stated in the proposal as will enable the company to admit the same, and when such proof of age is admitted the company shall issue a certificate to that effect to the assured or indorse the admission on the back of the policy. In the event of a contravention of the provisions of this sub-section by any company, such company shall on conviction be liable to a penalty not exceeding Five pounds for each offence.

(3) If reasonable proof of such age is not forthcoming within such year the company may by notice in writing to the assured or the holder of such policy declare the policy to be at an end and the company may retain as forfeited to the company all premiums paid on such policy.

(4) Subject to this section, at the expiration of one year from the issue or grant of a policy the age of the person assured shall be deemed and taken to be indisputable and unchallengeable by or on behalf of such company; and the statement of the age of the assured in the policy, or if not stated in the policy in any proposal made for the assurance of such person, shall be conclusive evidence that such age as so stated of the person whose life is assured is indisputable and unchallengeable by or on behalf of such company after such twelve months.—(*Hon. Sir H. Cuthbert.*)

Question—That clause 9 stand part of the Bill—put.  
Committee divided.

Ayes, 8.

The Hon. Sir H. Cuthbert  
W. McCulloch  
D. Melville  
G. Simmie  
S. Williamson  
W. I. Winter-Irving.

*Tellers.*

J. H. Connor  
J. Sternberg.

Noes, 13.

The Hon. J. C. Campbell  
S. W. Cooke  
S. Fraser  
G. Godfrey  
F. S. Grimwade  
C. J. Ham  
D. Ham  
W. Pitt  
Sir A. Snowden  
J. A. Wallace  
A. Wynne.

*Tellers.*

J. Bell  
J. M. Pratt.

And so it passed in the negative.

WEDNESDAY, 24TH AUGUST, 1898.

NO. 3.—MAFFRA BEET SUGAR COMPANY BILL—Clause 2 :—

Notwithstanding anything contained in the Beet Sugar Works Acts it shall be lawful for the Governor in Council out of any money raised under the provisions of the said Acts to advance by way of loan to the Maffra Beet Sugar Company Limited, hereinafter called "the company," a further sum of Thirteen thousand pounds, hereinafter called the "further advance." Provided that no employé of the company except chemists or foremen shall be employed for more than ten hours in any one day nor more than forty-eight hours in any one week without the permission in writing of the Treasurer under some exceptional circumstances, and all overtime beyond such forty-eight hours shall be paid for at the rate of time and a quarter, and that a minimum rate of wages of Ninepence per hour be fixed for all adults working for the company.—(*Hon. W. McCulloch.*)

Amendment proposed—That the words "within the factory" be added to the clause.—(*Hon. E. J. Crooke.*)

Question—That the words proposed to be added be so added—put.  
Committee divided.

Ayes, 13.

The Hon. J. H. Abbott  
J. Bell  
J. C. Campbell  
S. W. Cooke  
E. J. Crooke  
F. S. Grimwade  
D. Ham  
W. Pitt  
G. Simmie  
Sir A. Snowden  
J. A. Wallace.

*Tellers.*

S. Austin  
J. M. Pratt.

Noes, 6.

The Hon. Sir H. Cuthbert  
G. Godfrey  
W. McCulloch  
D. Melville.

*Tellers.*

N. Levi  
A. Wynne.

And so it was resolved in the affirmative.

VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

## COMMITTEE OF THE WHOLE COUNCIL.

No. 3.

Extracted from the Minutes.

TUESDAY, 8TH NOVEMBER, 1898.

No. 1.—WAGES ATTACHMENT BILL—Clause 2 :—

After the commencement of this Act no order shall be made by any court judge or justice for the attachment of the wages of any clerk servant labourer or workman except as hereinafter mentioned.—(*Hon. Sir H. Cuthbert.*)

Question—That the clause stand part of the Bill—put.

Committee divided.

Ayes, 22.

The Hon. J. H. Abbott  
S. W. Cooke  
E. J. Crooke  
Sir H. Cuthbert  
T. Dowling  
N. FitzGerald  
S. Fraser  
G. Godfrey  
C. J. Ham  
W. Knox  
W. McCulloch  
D. Melville  
E. Morey  
W. Pearson  
Lieut.-Col. Sir F. T. Sargood  
G. Simmie  
J. Sternberg  
N. Thornley  
Sir H. J. Wrixon  
A. Wynne.

*Tellers.*

J. Balfour  
F. S. Grimwade.

Noes, 12.

The Hon. J. Bell  
T. Brunton  
J. C. Campbell  
T. Comrie  
J. H. Connor  
Dr. W. H. Embling  
D. Ham  
J. M. Pratt  
Sir A. Snowden  
J. A. Wallace.

*Tellers.*

N. Levi  
W. Pitt.

And so it was resolved in the affirmative.



VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

## COMMITTEE OF THE WHOLE COUNCIL.

No. 4.

Extracted from the Minutes.

TUESDAY, 22ND NOVEMBER, 1898.

No. 1.—PLURAL VOTING ABOLITION BILL—Proposed new clause I. :—

This Part of this Act shall commence and come into operation at the expiration or dissolution of the Legislative Assembly in session at the time of the passing of this Act.—(*Hon. Sir H. J. Wrixon.*)

Question—That the proposed new clause stand part of the Bill—put.  
Committee divided.

Ayes, 21.

The Hon. J. Balfour  
J. Bell  
J. H. Connor  
S. W. Cooke  
T. Dowling  
Dr. W. H. Embling  
N. FitzGerald  
F. S. Grimwade  
C. J. Ham  
W. Knox  
J. Y. McDonald  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
N. Thornley  
J. A. Wallace  
W. I. Winter-Irving  
Sir H. J. Wrixon  
A. Wynne.

Tellers.

E. J. Crooke  
W. Pitt.

Noes, 12.

The Hon. J. H. Abbott  
T. Brunton  
T. Comrie  
Sir H. Cuthbert  
D. Ham  
N. Levi  
W. McCulloch  
D. Melville  
G. Simmie  
S. Williamson.

Tellers.

G. Godfrey  
J. Sternberg.

And so it was resolved in the affirmative.



VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 5.

Extracted from the Minutes.

WEDNESDAY, 30TH NOVEMBER, 1898.

No. 1.—AUCTION SALES ACT 1890 AMENDMENT BILL—Clause 11 :—

Any person who is the holder of an auctioneer's licence desiring to absent himself from Victoria for a period of more than one month during the currency of such licence may at any time apply to a special court authorized in that behalf as aforesaid for a certificate authorizing the Treasurer of Victoria or other person authorized in that behalf by the Governor in Council, on payment of a fee of One pound, to transfer the said licence by indorsement to some person to act for and on behalf of the holder of such licence during such temporary absence from the colony, and on such licence being so transferred the holder of such transferred licence shall be deemed to be for all purposes a licensed auctioneer.—(*Hon. J. Sternberg.*)

Amendment proposed—That the words “for a period not exceeding three months” be inserted after “colony,” in line 6.—(*Hon. Sir H. Cuthbert.*)

Question—That the words proposed to be inserted be so inserted—put.

Committee divided.

Ayes, 15.

The Hon. J. Balfour  
E. J. Crooke  
Sir H. Cuthbert  
S. Fraser  
F. S. Grimwade  
C. J. Ham  
J. Hoddinott  
W. McCulloch  
E. Miller  
Lieut.-Col. Sir F. T. Sargood  
G. Simmie  
J. A. Wallace  
A. Wynne.

Tellers.

D. Melville  
Sir A. Snowden.

Noes, 17.

The Hon. J. H. Abbott  
J. Bell  
J. C. Campbell  
T. Comrie  
J. H. Connor  
S. W. Cooke  
Dr. W. H. Embling  
N. FitzGerald  
G. Godfrey  
D. Ham  
W. Knox  
E. Morey  
W. Pearson  
W. Pitt  
J. M. Pratt.

Tellers.

S. Austin  
J. Sternberg.

And so it passed in the negative.

THE ...

...

...

...

...

...

...

VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 6.

Extracted from the Minutes.

WEDNESDAY, 7TH DECEMBER, 1898.

No. 1.—LAND ACTS FURTHER AMENDMENT BILL—Proposed new clause C:—

(1) Subject to this section any lessee of a perpetual lease may surrender his lease to Her Majesty the Queen.

\* \* \* \* \*

—(Hon. P. Phillips.)

Question—That sub-clause (1) stand part of the proposed clause—put.  
Committee divided.

Ayes, 28.

The Hon. J. H. Abbott  
S. Austin  
J. Balfour  
J. Bell  
J. C. Campbell  
T. Comrie  
J. H. Connor  
S. W. Cooke  
T. Dowling  
N. FitzGerald  
S. Fraser  
F. S. Grimwade  
J. Hoddinott  
W. Knox  
J. Y. McDonald  
E. Miller  
E. Morey  
W. Pearson  
P. Phillips  
J. M. Pratt  
Lieut.-Col. Sir F. T. Sargood  
J. Sternberg  
N. Thornley  
W. I. Winter-Irving  
Sir H. J. Wrixon  
A. Wynne.

Tellers.

E. J. Crooke  
W. Pitt.

Noes, 9.

The Hon. Sir H. Cuthbert  
C. J. Ham  
D. Ham  
W. McCulloch  
D. Melville  
G. Simmie  
J. A. Wallace.

Tellers.

G. Godfrey  
Sir A. Snowden.

And so it was resolved in the affirmative.

THURSDAY, 8TH DECEMBER, 1898.

No. 2.—LAND ACTS FURTHER AMENDMENT BILL—Proposed new clause A:—

Notwithstanding anything contained in any Land Acts—before any steps are taken to either temporarily or permanently alienate any land containing or abutting on any river stream water-course lake lagoon swamp or marsh—the question of such proposed alienation shall be submitted to the Minister of Water Supply and his consent obtained before any such alienation takes place.—(*Hon. T. Comrie.*)

Question—That the proposed new clause stand part of the Bill—put.  
Committee divided.

Ayes, 7.

The Hon. J. H. Abbott  
J. Bell  
J. Y. McDonald  
P. Phillips  
J. A. Wallace.

*Tellers.*

T. Comrie  
J. Sternberg.

Noes, 18.

The Hon. S. Austin  
S. W. Cooke  
E. J. Crooke  
Sir H. Cuthbert  
T. Dowling  
N. FitzGerald  
G. Godfrey  
C. J. Ham  
D. Ham  
J. Hoddinott  
W. McCulloch  
D. Melville  
W. Pearson  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
A. Wynne.

*Tellers.*

F. S. Grimwade  
W. Pitt.

And so it passed in the negative.

VICTORIA.

## LEGISLATIVE COUNCIL.

SESSION 1898.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 7.

Extracted from the Minutes.

TUESDAY, 13TH DECEMBER, 1898.

No. 1.—LAND ACTS FURTHER AMENDMENT BILL—Proposed new clause E:—

(1) Where any person applies to become the licensee of an agricultural allotment (residential) such person may if he so desires have such licence issued to him with a condition that occupation of such allotment by any agent of such person shall be deemed and taken to be occupation by the licensee or lessee of such allotment.

\* \* \* \* \*

—(Hon. Lieut.-Col. Sir F. T. Sargood.)

Question—That sub-clause (1) stand part of the proposed clause—put.  
Committee divided.

Ayes, 25.

The Hon. J. H. Abbott  
T. Brunton  
J. C. Campbell  
Sir R. T. H. Clarke, Bart.  
T. Comrie  
J. H. Connor  
S. W. Cooke  
T. Dowling  
Dr. W. H. Embling  
C. J. Ham  
D. Ham  
J. Y. McDonald  
D. Melville  
E. Miller  
E. Morey  
P. Phillips  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
J. Sternberg  
N. Thornley  
J. A. Wallace  
W. I. Winter-Irving  
A. Wynne.

*Tellers.*

F. S. Grimwade  
W. Knox.

Noes, 15.

The Hon. S. Austin  
J. Balfour  
J. Bell  
E. J. Crooke  
Sir H. Cuthbert  
N. FitzGerald  
G. Godfrey  
W. McCulloch  
W. Pearson  
J. M. Pratt  
G. Simmie  
S. Williamson  
Sir H. J. Wrixon.

*Tellers.*

S. Fraser  
W. Pitt.

And so it was resolved in the affirmative.

THURSDAY, 15TH DECEMBER, 1898

No. 2.—COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL—Clause 1:—

This Act may be cited as the *Colac and Beech Forest Railway Construction Act 1898.*—  
(*Hon. W. McCulloch.*)

Motion made and question put—That the Chairman do report progress and ask leave to sit again.—  
(*Hon. A. Wynne.*)

Committee divided.

Ayes, 16.

The Hon. J. Balfour  
J. C. Campbell  
Sir R. T. H. Clarke, Bart.  
S. W. Cooke  
Dr. W. H. Embling  
S. Fraser  
F. S. Grimwade  
C. J. Ham  
J. Hoddinott  
W. Knox  
E. Miller  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
A. Wynne.

*Tellers.*

E. J. Crooke  
W. Pearson.

Noes, 13.

The Hon. T. Comrie  
J. H. Connor  
Sir H. Cuthbert  
T. Dowling  
N. FitzGerald  
G. Godfrey  
D. Ham  
W. McCulloch  
J. Y. McDonald  
E. Morey  
P. Phillips.

*Tellers.*

J. Bell  
D. Melville.

And so it was resolved in the affirmative.

FRIDAY, 16TH DECEMBER, 1898.

No. 3.—COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL—Clause 1:—

This Act may be cited as the *Colac and Beech Forest Railway Construction Act 1898.*—  
(*Hon. W. McCulloch.*)

Motion made and question put—That the Chairman do now leave the Chair.—(*Hon. A. Wynne.*)

Committee divided.

Ayes, 11.

The Hon. J. Balfour  
Sir R. T. H. Clarke, Bart.  
S. Fraser  
F. S. Grimwade  
C. J. Ham  
E. Miller  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden  
N. Thornley.

*Tellers.*

S. W. Cooke  
A. Wynne.

Noes, 22.

The Hon. J. H. Abbott  
T. Comrie  
J. H. Connor  
E. J. Crooke  
Sir H. Cuthbert  
T. Dowling  
N. FitzGerald  
G. Godfrey  
D. Ham  
W. Knox  
W. McCulloch  
J. Y. McDonald  
D. Melville  
E. Morey  
W. Pearson  
P. Phillips  
W. Pitt  
J. Sternberg  
J. A. Wallace  
W. I. Winter-Irving.

*Tellers.*

S. Austin  
Dr. W. H. Embling.

And so it passed in the negative.

SATURDAY, 17th DECEMBER, 1898 (MORNING).

No. 4.—FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL—Clause 2 :—

Section three of the Principal Act is hereby amended as follows :—

(a) the definition of the expression “closed” with reference to shops is hereby repealed ; and

(b) in the definition of the expression “shop” as amended by the *Factories and Shops Act 1896* after the word “retail” and before the word “and” there shall be inserted the words “or are offered for sale at auction.”—(*Hon. Sir H. Cuthbert.*)

Amendment proposed—That all the words after “repealed” in paragraph (a) to the end of the clause be omitted.—(*Hon. J. Sternberg.*)

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

Committee divided.

Ayes, 13.

The Hon. J. Balfour  
J. Bell  
Sir H. Cuthbert  
T. Dowling  
F. S. Grimwade  
W. McCulloch  
D. Melville  
E. Miller  
E. Morey  
Lieut.-Col. Sir F. T. Sargood  
Sir A. Snowden.

*Tellers.*

S. Austin  
S. W. Cooke.

Noes, 14.

The Hon. J. H. Abbott  
J. C. Campbell  
T. Comrie  
J. H. Connor  
N. FitzGerald  
S. Fraser  
G. Godfrey  
D. Ham  
W. Knox  
W. Pitt  
J. Sternberg  
J. A. Wallace.

*Tellers.*

W. Pearson  
P. Phillips.

And so it passed in the negative.

No. 5.—FACTORIES AND SHOPS ACTS FURTHER AMENDMENT BILL—Proposed new clause A :—

That the words “Pork Butchers” be added to the Fourth Schedule of the Principal Act.—(*Hon. Sir A. Snowden.*)

Question—That the proposed new clause stand part of the Bill—put.

Committee divided.

Ayes, 13.

The Hon. J. H. Abbott  
J. Balfour  
J. Bell  
J. C. Campbell  
J. H. Connor  
N. FitzGerald  
W. Knox  
D. Melville  
W. Pitt  
Sir A. Snowden  
J. A. Wallace.

*Tellers.*

D. Ham  
W. Pearson.

Noes, 14.

The Hon. S. Austin  
T. Comrie  
S. W. Cooke  
Sir H. Cuthbert  
T. Dowling  
S. Fraser  
G. Godfrey  
W. McCulloch  
E. Miller  
E. Morey  
P. Phillips  
Lieut.-Col. Sir F. T. Sargood.

*Tellers.*

F. S. Grimwade  
J. Sternberg.

And so it passed in the negative.



1898.  
 VICTORIA.

PERSONS LIABLE TO PAY INCOME TAX.

RETURN to an Order of the *Legislative Council*,  
 Dated 23rd August, 1898, for—

A RETURN showing the number of persons liable to pay Income Tax for the year 1897 to the following amounts:—

£5 tax per annum and under ;  
 From £5 tax per annum to £7 ;  
 From £7 tax per annum to £10 ;  
 From £10 tax per annum to £20 ;  
 From £20 tax per annum and upwards.

(*The Honorable A. Wynne.*)

*Ordered to be printed, 13th September, 1898.*

RETURN SHOWING NUMBER OF PERSONS LIABLE TO PAY INCOME TAX FOR  
 THE YEAR 1897 TO THE FOLLOWING AMOUNTS.

					Assessment 1898 upon the income of 1897 as on 31st August, 1898.
£5 tax per annum and under	...	...	...	...	25,663
From £5 tax per annum to £7	...	...	...	...	1,439
From £7 tax per annum to £10	...	...	...	...	1,220
From £10 tax per annum to £20	...	...	...	...	1,618
From £20 tax per annum and upwards	...	...	...	...	1,357
					<u>31,297</u>

The Treasury,  
 Melbourne, 9th September, 1898.

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.



1898.  
—  
VICTORIA.

---

# RATEPAYERS IN VICTORIA.

---

RETURN to an Order of the *Legislative Council*,  
Dated 23rd August, 1898, for—

A RETURN showing the number of Ratepayers in Victoria whose properties are valued for rating at—

£5 per annum and under ;  
From £5 per annum to £7 ;  
From £7 per annum to £10 ;  
From £10 per annum to £20 ;  
From £20 per annum and upwards.

(*The Honorable A. Wynne.*)

---

Ordered to be printed, 4th October, 1898.

---

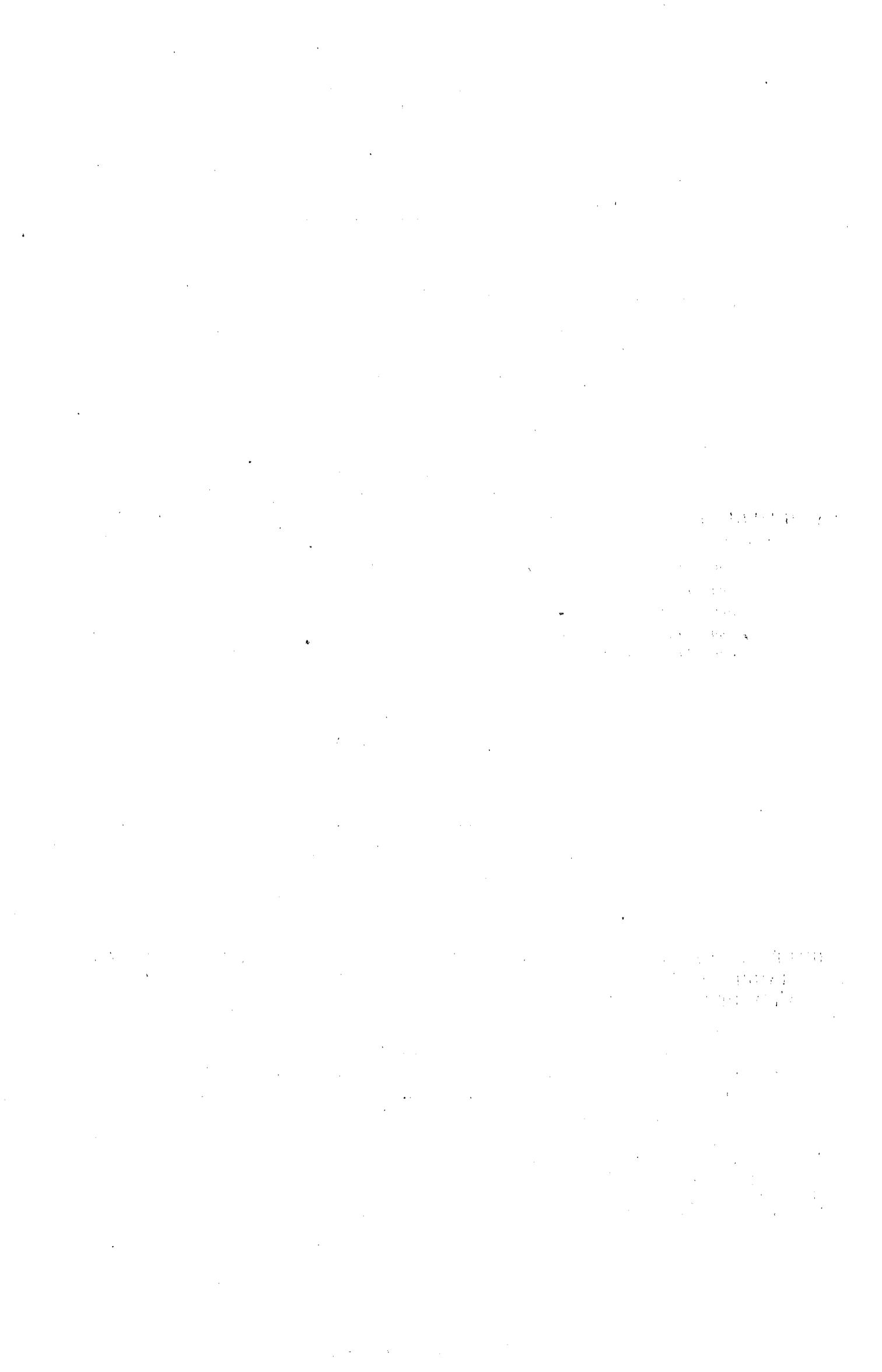
RETURN SHOWING THE NUMBER OF RATEPAYERS IN VICTORIA (SO FAR AS FIGURES ARE AVAILABLE) WHOSE PROPERTIES ARE VALUED FOR RATING AS UNDER.

£5 per annum and under	...	...	...	...	57,959
From £5 per annum to £7	...	...	...	...	23,363
From £7 per annum to £10	...	...	...	...	44,981
From £10 per annum to £20	...	...	...	...	109,218
From £20 per annum and upwards	...	...	...	...	124,733

N.B.—The particulars required for this Return have not been furnished in the cases of the Town of Northcote and the Shires of Alberton, Ararat, Bulla, Hampden, Moorabbin, and Preston.

In the case of the City of South Melbourne the figures supplied and included in those given above relate to the number of assessments in the municipality, instead of the number of ratepayers as required, the council representing that the time available did not permit of the latter being compiled.

D. E. MARTIN,  
Secretary for Public Works.



1898.  
—  
VICTORIA.

---

## HARE SYSTEM OF ELECTION IN TASMANIA.

---

RETURN to an Order of the *Legislative Council*,  
Dated 7th July, 1897, for—

A COPY of the following papers, viz. :—

1. The Hare System in Tasmania. By Professor Jethro Brown, being a paper read before the Royal Society of Tasmania, and reprinted at the *Tasmanian News* Office, Collins-street, Hobart.
2. Observations on the Working Results of the Hare System of Election in Tasmania. By R. M. Johnston, Government Statistician, Tasmania. Office of Government Printer, Tasmania.
3. Statute regulating the Elections by the Hare System in Tasmania.

(*The Honorable S. W. Cooke.*)

---

*Ordered to be printed, 25th October, 1898.*

---

By Authority:  
ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.



## THE HARE SYSTEM IN TASMANIA :

BEING A PAPER READ BEFORE THE ROYAL SOCIETY OF TASMANIA BY PROFESSOR  
JETHRO BROWN, M.A., LL.D.

The fate of the Hare system constitutes one of the most remarkable incidents in the history of representative government. Mr. Hare's treatise "The Election of Representatives," was published in 1859. It claimed to have discovered a remedy for some of the most serious of the evils to which Democracy is subject, and almost immediately received an attention not unworthy of the capacity of the writer and the magnitude of the problems discussed. In 1860 the celebrated Henry Fawcett was responsible for the publication, "Mr. Hare's Reform Bill Simplified and Explained." In the following year there appeared the "Representative Government" of John Stuart Mill. The latest advocate spoke in no uncertain tone:—"Mr. Hare's scheme has the almost unparalleled merit of carrying out a great principle of government in a manner approaching to ideal perfection as regards the special object in view, while it attains incidentally several other ends, of scarcely inferior importance. . . . Such and so numerous are its advantages that they place it among the very greatest improvements yet made in the theory and practice of government." Such commendation, where it failed to evoke the enthusiasm of the reformer, should at least have aroused the interest of the citizen. No champion came forward to defend the older system; many of the evils which the new was designed to remedy were becoming increasingly grave. If we attach to such circumstances the importance they deserve, the issue must appear surprising. Thirty-five years after the publication of Mill's treatise, when the Hon. A. I. Clark, Attorney-General of Tasmania, introduced a Bill to apply the Hare system to city constituencies, he could appeal to no precedent in the Parliamentary experience of English-speaking peoples!

*Weighed in the balance and found wanting!* The conclusion seems irresistible, but it is not supported by facts. Neither experience nor argument has condemned the Hare system. To what circumstances, then, may we attribute its ill-fortune? Not to the objections which have been urged, for these are more frequently afterthoughts which justify an argument founded in prejudice. Even where they are serious they are not unanswerable. The solution of the mystery is rather to be found in two facts, of which one is a weakness of human nature, and the other a satire on party government. In the first place the plan of Mr. Hare suggests innovation. In the second place it is one of those innovations which share the fate of the inconstant lover; by affecting all parties it secures the allegiance of none. It might be added as a third explanation that the most serious of the evils it claims to correct are only beginning to receive adequate recognition. Each of these facts would admit of illustration and proof. But it is not so much the object of this paper to attack or to defend the Hare system, as to give an exposition of its application to this colony. The Bill of 1896 has become law, and it includes several important modifications upon the proposals of Mr. Hare, which should be of more than local interest. Before attempting their consideration, it may be well to indulge the curiosity of the uninitiated by a statement of the merits which have been claimed for the system whose defects the Tasmanian modifications are designed to remedy.

The determination of constituencies by reference to geographical considerations is at once the great aversion of Mr. Hare and the most conspicuous trait of the usual system. In substitution, he proposes the determination of constituencies by voluntary association. The tie by local contiguity is to be superseded by the bond of kinship—kinship not of blood but of ideas! The great law of progress, defined by Maine as from status to contract, already abundantly illustrated in the sphere of private law, is to find a new illustration in the domain of *Jus Publicum*. Every constituency is to be a partnership "in which there are to be no sleeping partners, much less partners repudiating and protesting against the acts of the rest and yet unable to extricate themselves. . . . Full scope will be given to every generous sentiment by which men may be drawn together. Devotion to a great principle, regard for an illustrious name, affection for an ancient house, admiration of worthy deeds, attachment to a particular neighbourhood, love of country or of class, community of feeling, harmony of taste, may all form so many occasions of concord, and create innumerable circles, binding together in society all varieties of rank and station."\* But how is this unanimity to be attained? If the electors are left to their own devices, attempts at the formation of voluntary constituencies may end in a Parliament of party leaders. To avoid such a contingency it is necessary to establish a quota by dividing the number of voters by the number of seats. Whoever obtains the quota is elected, and any excess vote recorded in his favour is given to the next preference of the voter. This simple plan of transferring the vote is also followed in cases where the candidate at the head of the list has no apparent chance of election. As nothing is to be gained by transferring a vote to a candidate who is already elected, or excluded, next preference must be understood to mean invariably, next available preference. Such refinements need not perplex the elector, who is only required to express his preference by placing the numbers 1, 2, 3, &c., opposite the names of favoured candidates.

However we may differ in estimating the importance of the fact, it must be admitted that such a system secures *equity of representation*. The Legislature represents the opinion of the country, with an approach to ideal fidelity; its members are the representatives of the people—not of the chance majorities of arbitrarily formed electorates. It is not easy to doubt the fairness of such an arrangement. "The electors are the dispersed inhabitants of an extensive and populous kingdom, possessing knowledge and powers of thought infinitely varied and diffused; and to expect that the electoral forms of a rude and illiterate age will gather for the national benefit the fruit of this expanded intelligence, is as reasonable as

\* Hare: "Representative Government," pp. 38-9.

to suppose that the vast manufacturing results of to-day could be produced by the primitive loom and the hammer. To succeed in this work it is indispensable that every elector should have the widest field of choice and the most extensive sphere for co-operation." Thus Mr. Hare. The unfairness of the present system in England has been sufficiently established in the publications of Sir John Lubbock. In 1886, the actual voting strength in the constituencies was—Unionists, 349; Home Rulers, 320; the actual voting strength in the House of Commons was—Unionists, 394; Home Rulers, 275. The majority, which should have been 29, was 119. Again, in 1895, the Conservative-Unionist majority should have been 72 instead of 152. The injustice is more glaring where a minority of the electors return a majority of the representatives. This may happen without the aid of the mystical gerrymander. In the Canton Ticino the more numerous party, as a result of its concentration in particular districts, found itself in a minority in the Representative Chamber. It is a significant circumstance that a Reform was only secured by a Revolution.

Apart from the general question of fairness, equity of representation means *representation of minorities*. It would seem almost superfluous to insist upon the importance of this fact. The national welfare demands the possibility of sustained conflict. If we would have the wise rule of the strong, we must provide for the sustained opposition of the weak. Should victory put an end to strife, the days of good government are numbered. For what can we hope in an age of Democracy, if the tendency of political life is towards the extinction of minorities? Yet the reality of this tendency must appear indisputable. The organization of labour is incomplete, but it will not always remain so. When the transitional stage is past, what can prevent the labour vote from carrying the election in every constituency? Yet it would be an unhappy day for the people when education and intelligence were excluded from a just share in the representation of the country; or when the infinitely varied character of the national life found no correspondence in the National Parliament. No one claims that the minority should rule; but it must be heard. Ultimately, all questions must be decided according to the wisdom of the Parliamentary majority; but the decision should be made under conditions which insure an adequate expression to the opinion of the minority. Light is the best policeman within as well as beyond the precincts of our Legislatures. It must never be forgotten that the dilemma of the future is not whether the few or the many shall rule, but whether the sway of the majority shall be absolute or qualified.

Equity of representation constitutes but the first of those merits, which a disinterested advocacy may claim for the Hare system. The judgment of the impartial, as well as the expectations of the sanguine, may well indulge the hope of *a deeper and more general interest in the politics of the country*. There are few who will question the reality or the extent of the evil of popular indifference, the fatal results which must follow from voting without reflection, judgment without deliberation, or, worst of all, from that spirit which attempts to justify or excuse a selfish isolation. Does the scheme of Mr. Hare hold out a reasonable hope of remedying such evils? I believe it does. The virtual disfranchisement of the minority in each constituency is a most conspicuous evil of the present system, and one which must too frequently condone the indifference of the elector. When the stronger party is well organized, the disfranchisement of the weaker party acquires a prospect of disagreeable permanency. Under the Hare method of voting the extinction of the minority ceases. Every elector must have a representative in Parliament. No longer need he console himself with the hope, often faint and illusory, that unfair losses in some constituencies will be compensated by unfair gains in others. Such a consideration suggests a fact of great importance. If equity of representation strengthen the interest of the elector where he is weak, must it not affect him where he is strong? By the zeal of the minority we may judge the energy and often the prudence of the majority. But it is not from the stimulus of a constant rivalry alone, that we may venture to predict a new and deeper interest in political questions. At a recent election in this colony, two questions excited the interest and divided the allegiance of the electors—Tattersall's and the Income Tax. Electors often refused to vote rather than return a candidate who, though he represented their views on the income tax, regarded with complacency the revenue derived from Tattersall's. This is an evil of the system—not a vice in the voter; and it is equally common and pernicious. Under the Hare scheme, the electors can plead no such excuse for inaction. The choice is sufficiently liberal to gratify the most fastidious taste. While human nature remains unaltered, there remains a third reason for connecting the proposed method of voting and a deepening of political interest. I allude to the circumstance that the classification of a number of candidates in an order of merit affords some occasion for the display of a useful vanity. The elaborate discussions which took place in this colony at an election just held under the Hare system, suggest a study no less suggestive to the thoughtful than engaging to the curious. The arguments were not always distinguished by exceptional intelligence or an exceptional integrity; but the interest was phenomenal. "Who should be first? Who second?" &c. He is no true friend to liberty who does not place a high value upon such discussions.

Mr. Hare claimed for his system that it would lessen the evils, if not remove the causes, of political corruption. The arguments by which this claim is supported are not always convincing; but they are invariably respectable, and in one case conclusive. When it is open to no one to effect a sale of his constituency by turning the scale at an election, the obstacles to bribery must be materially increased. For this reason as well as for others which have already engaged our attention, one may indulge the hope of a *more virtuous Legislature*. The hope becomes stronger when reflection has weighed those independent grounds by which it is justified. The unrestricted freedom of choice favours the nomination of intelligence and probity. Parties anxious to retain or to recover the confidence of the country, must bind the allegiance of their followers by the nomination of the acceptable—the wise, the good, or at least the strong. But the freedom of choice affects the character of the Legislature in a manner more direct and more effective; it fosters a spirit of independence, since a candidate can spurn a dishonest compliance when he relies upon the electors of a colony. No longer compelled to humour the several sections of a single constituency, he is freed from a disagreeable dilemma—so common and so demoralizing! Avoiding alike the mean subterfuge and the fatal avowal, he relies for support upon the diversity of his electorate. In such respects, a comparison of the Hare system and the referendum suggests a fact of some importance. The referendum is the natural resource of a people perplexed by the domination of a corrupt or unrepresentative Legislature. But the reference to the popular vote implies a diminution of Parliamentary responsibility, and may, therefore, aggravate those evils whose effects it is designed to correct. The Hare system seeks, by improving the character of the Legislature, to remove the causes of the evil.

This seems the proper place to consider the argument of Bagehot that the Hare system is inconsistent with the independence of Parliament ; that a voluntary constituency would be a Church with tenets, and would, therefore, reserve the despotism in its own hands. This argument is fast losing whatever importance might once have attached to it. The difference between the candidate elected under the Hare system and one elected under the usual system, is not that the latter is the more independent, but that the former is bound to a constituency whose general sentiments he represents and not to one whose general sentiments he represents in part but must respect *in toto*.

I have spoken of the merits of an equality of representation ; of a new and deeper interest in political life ; of politics made purer and of a Parliament made more worthy. At this stage it might seem proper to attempt a systematic consideration of the objections which have engaged the attention of Constitutional writers. Such objections, however, may more conveniently be discussed in connexion with the modifications adopted in this colony for the purpose of weakening, if not destroying, their force. It will be seen that a compromise has not always been effected without some diminution of the merits of Mr. Hare's scheme. But I think in each case there is a great and obvious gain. Of the modifications to which allusion is made, the first has been generally associated in this colony with the name of Sir John Lubbock. It must be regarded as a complete answer to the objection, so commonly urged and so difficult to impugn, that the Hare system is too complicated to be practicable. The student of Mr. Hare's treatise is often tempted to regard the task of the returning officer as beyond the reach of mortals. In the application of the method to a whole country it is difficult to see how the formation of voluntary constituencies could be effected without incurring all the evils of a constituency-making trade. In the Tasmanian Bill, the method has been confined to city constituencies. These return six or four members. Though the constituencies might be larger with advantage, the present arrangement has one very obvious merit ; the argument from complexity only remains as the frail support of those whose prejudice, or whose indifference, has rendered them impervious to reason. The simplicity both of the process of voting and of the general principle of the Act, is clearly shown by the following instructions suggested by Miss Spence, of South Australia :—

1. There are here twelve candidates, six to be elected.
2. Vote by numbering candidates in the order of your choice, that is to say :—Place 1 to the left of the candidate you like best. Place 2 to the left of the name of the candidate you like second best. Place 3 to the left of the name of the candidate you like next best, and so on.
3. Vote for not less than three names.
4. The same number must not be placed against more than one name.
5. The numbers must be placed opposite the names.

NOTE.—Your vote will be used for one candidate according to your preference. If the candidate you like most, either (a) Does not need your vote (has enough votes to elect him without your vote), or (b) cannot use your vote (has so few votes that he cannot possibly be selected), your vote will be transferred to the candidate you like next best, as shown by your numbers, and used—not wasted.

The work of the returning officer, while less simple than that of the elector, demands no exceptional qualifications. He need display the intelligence of a clerk—scarcely more.

The limitation of the Hare system to districts returning a small number of members has the additional merit of removing objections based on an alleged encouragement of faddism. It is difficult to believe that sincerely Democratic principles can sanction the exclusion of electors from representation, simply because they have the misfortune to advocate opinions which the great majority regard with aversion. Yet the cause of proportional representation has often suffered on this account. Whatever importance must be attached to the objection, it ceases to apply to that modification of the Hare system which has been adopted in this colony. In a constituency returning only six members, the electors who are strong enough to secure a representative may claim to be exempt from the imputation of singularity. The minorities which the Act encourages must always be respectable. If it is further objected that the necessity for constant compromise destroys the consistency of party government, even where only respectable minorities are represented, the retort is simple. Compromise is equally necessary under both systems ; under the old, it is effected at the hustings, in all the excitement and turmoil of an election ; under the new, it is effected in the relatively calm and judicial atmosphere of the Legislature.

A perusal of the instructions already mentioned suggests a further peculiarity. The industry of the elector must be equal to the task of voting for three candidates. The limit may be raised when experience of the system forbids the excuse of novelty. The elector whose capacity or whose interest is taxed by the nomination of three candidates, fails to influence the election if those for whom he votes have a quota without his assistance ; or, indeed, if their need be so extreme that his assistance is unavailing. The elector who pleads a fastidious taste as an excuse for a limited selection, must remember that it is possible to classify candidates in an order of aversion as well as in an order of preference. An entirely different line of argument was taken by one opponent of the Bill, a gentleman of much zeal and some originality. "Compel an elector to vote for three candidates and it will often end in his choosing as second and third preferences, candidates who cannot be raised up as rivals to his first preference. This must prove fatal to the success of the Act." The statement is only quoted as illustrating the character of the opposition to which the Bill was occasionally subjected. It would be difficult to suggest a more felicitous example of unreasoning aversion. Second and third preferences can never be employed for the purposes of defeating first preferences ; until the fate of the latter has been determined, no reference to the former is permissible.

The distribution of the surplus votes is a subject of great importance, and one which remains for consideration. The method adopted in the Tasmanian Bill constitutes its chief claim to the consideration of Home and foreign statesmen. One may only judge of the value of the means which have been employed by appreciating the difficulties which have been overcome. If a candidate obtain 2,000 votes when the quota is fixed at 1,000, 1,000 ballot-papers are available for distribution among the candidates whose names are marked 2. The result of the distribution varies according to the principle which determines the appropriation of the papers of the favoured candidate. If an analysis of second preferences yield 1,000 for Y and a like number for Z, it would be within the power of the returning officer to effect the election of whichever candidate he preferred. This element of chance has been declared the only really

formidable obstacle to the practical application of Mr. Hare's system.\* How has the obstacle been overcome in the Tasmanian Act? Mr. Clark has suggested a plan, at once so simple and so just, that the fact of its novelty must appear incredible. X has a surplus; how is it to be distributed? Not indiscriminately, nor according to the caprice of the returning officer; but in a proportion determined by reference to the second votes on the whole of X's papers; or, as was at first suggested, on the whole of the electorate. For the purposes of this calculation, a candidate marked 3 is credited with a second vote if the candidate marked 2 had obtained his quota before the distribution in question had been commenced. In the case already suggested, of the 1,000 excess votes, Y and Z alike secure 500. In one respect the plan involves a slight departure from the scheme of Mr. Hare, who proposed to confine the influence of the elector to a single transferable vote.

In the case already suggested, X's constituents not only return their chosen candidate, but also have a voice in the distribution of his surplus votes. Such a voice might almost be described as the fraction of a vote. While it is difficult to see any serious objection to this departure, its merit is clear. The element of chance ceases to exist.

So far we have only considered the case of a surplus arising from the first count, and, therefore, without the aid of votes transferred from other candidates. After every surplus of this kind has been distributed, it may be found that fresh surpluses have been created. How are these to be distributed? We have supposed a case in which, as a result of the distribution of X's surplus, 500 voting papers go to Y. If Y only requires 400 to complete his quota, what is to be done with the excess? Is the returning officer to take the 100 papers on the top of Y's lot and distribute them according to third preferences? This would leave too much to chance, or to the discretion of the returning officer. In pursuance of a principle already illustrated, the Act requires the distribution of the 100 excess votes in a proportion determined by reference to third preferences on the whole 500 papers taken from the box of X.

If, as the result of the foregoing counts, an insufficient number of candidates have obtained a quota, the candidate who has secured the lowest number of votes is excluded from the poll; and his ballot-papers are then transferred to the candidates whom the electors have chosen in substitution. Whenever the next preference of the voter is a candidate already elected, the name is cancelled and the papers are passed on to a later preference. If any candidate gain a surplus as a result of this distribution, it is to be redistributed in a proportion determined by reference to the next preferences on the whole of the ballot-papers previously transferred to him. The process of elimination, occasionally alternated with the distribution of a surplus is continued until the number of candidates does not exceed the number of vacancies.

The principles underlying the Tasmanian Electoral Act have been explained with studious brevity. The courtesy of my audience may excuse, if their curiosity does not solicit, an account of the election held under its provisions. It will be sufficient to speak of the district of Hobart. Consistently with the anticipations of the Legislature, the occasion was honoured by a display of interest equally remarkable for its diffusion and for its intensity. For ten hours the crowd barred the approaches to the polling booth. The proceedings were enlivened by the usual humours of the election day, such phrases as "Rabid on the Hare system," suggested alluring opportunities for distinction, requiring little intelligence in the wit and less in the auditors. The mode of distributing the surplus afforded endless occasion for discussion and misunderstanding, and for that humour which, as it was unconscious, we may perhaps impute to genius. "It all comes to this," said one elector, "when Clark has all the votes he needs, any other vote for him goes to the next man on the list who needs it most." One dialogue deserved to be specially recorded. "The practical common-sense men tell me the old system is the best." "But I expect the practical common-sense men of whom you speak do not understand the Hare system." "That's so; they said as much; but still they are practical common-sense men, and that is sufficient for me." Such remarks illustrate, with admirable felicity, the character of the most serious opposition which the advocate of the Hare system must encounter. They further illustrate the folly of efforts to instruct the electors in the minutiae of a Bill with whose general principles they are unfamiliar. As Mr. Hare remarked in his treatise, a passenger is satisfied to travel by the express though ignorant of the details of the steam-engine. The justice of the parallel is admirable, and it is a matter for regret that more attention has not been paid to it in the politics of this colony. Instead of instruction in the broad principles of proportional representation, its general fairness and distinctive merits, the elector has been perplexed by the processes involved in the distribution of a surplus. For this reason, among others, the list of informal votes was large. Even the prophets fell; a candidate for parliamentary honours, deeply versed in the lore of proportional distribution, rendered his vote informal by scoring out the names of opposing candidates—the method formerly adopted. His success at the election may be taken to prove the indulgence of fate.

At 6.30 p.m., soon after the prescribed time for closing the poll, the process of counting the votes began. The ballot-boxes were brought to the returning officer, the ballot-papers were removed, unfolded, and taken to the scrutineers, who began to sort them for the first count. Attached to each of the scrutineers' tables, there was a box with several compartments—one for each candidate, one for doubtful, and one for invalid papers. The work of the scrutineers consisted in taking the papers one by one, and calling out the names of the candidates marked 1, and placing them in the compartments appropriated to the respective candidates. Two clerks registered the vote on their recording sheets. Finally, these recording sheets were tabulated and handed to Mr. Johnston, the Government Statistician, and presiding genius of the election. When the various numbers had been totalled, the result of the first or primary votes became known. The totals of Mr. Johnston were checked by the returning officer, who had previously settled the destination of doubtful papers. It was found that the total number of valid votes were 2,745. As there were six seats, the quota was fixed at 457. Only one of the candidates (Sir Philip Fysh) obtained a quota as the result of the first count. As the primary votes of this candidate amounted to 501, there was a surplus of 44 for distribution among remaining candidates. After the whole 501 ballot-papers had been given to the scrutineers for the purpose of estimating second preferences, it was found that Bradley claimed 41, Clark 304, Cox 2, Crisp 38, Dillou 9, Fulton 1, Hiddlestone 30, Mulcahy 42, Page 19, Paton 4, and St. Hill 10. A sum in simple proportion followed. If Bradley is entitled to 41 votes out of 501, to how

many is he entitled out of a surplus of 44?  $\frac{44 \times 41}{501} = 3\frac{3}{5}$  or, getting rid of the fraction, 4. The

\* "Essays and Lectures," H. and M. G. Fawcett, 1872.

returning officer had then to take from Fysh's box any four ballot-papers on which Bradley was marked 2, and to place them in Bradley's box. In this manner, but by the aid of Fuller's spiral slide rule, the whole surplus of 44 votes was instantly distributed among the unelected candidates. This completed the second count. Had any candidate secured a surplus as the result of this count, that surplus must have been distributed in a proportion determined by reference to the third votes on the whole of the ballot-papers he had received from Sir Philip Fysh. As a matter of fact, no additional candidate had secured a quota, and it remained to begin the process of excluding lowest candidates. The first victim was Mr. Cox, whose 33 votes were now distributed among second preferences, except where Sir Philip Fysh was second, in which case it went to the third preference. No candidate gained a surplus as a result of this count, Mr. Fulton, who was lowest on the poll at this stage, was then excluded, and his 122 papers were distributed among the candidates whose fate yet remained uncertain. The result of this distribution was to raise Mr. Bradley's total to 483. As this involved a surplus of 26, that surplus had to be distributed in a proportion determined by reference to the next preferences on the whole votes transferred to Bradley from other candidates, *i.e.*, from Fysh, Cox, or Fulton. The process of elimination, alternated with the occasional distribution of a surplus, was continued until only six candidates remained. These were then declared elected. It will be seen from the accompanying table that only four were successful in obtaining a quota.

HOBART ELECTION.

ANALYSIS OF VOTING.

Count.	Total Votes Distributed.	Bradley.	Clark.	Cox.	Crisp.	Dillon.	Fulton.	Fysh.	Hiddlestone.	Mulcahy.	Page.	Paton.	St. Hill.	Exhaust Papers.	Particulars of Distribution.
1st	2,746	448	393	34	202	143	118	501 Elected	137	264	235	140	131	—	First count.
2nd	44	4	27	—	3	1	—	(-44)	2	4	—	—	1	—	Fysh's surplus.
3rd	34	3	5	(-34)	13	2	4	*	1	1	3	—	2	—	Lowest out (Cox).
4th	122	28	18	Out	12	10	Out	*	11	13	10	12	8	—	Next lowest out (Fulton).
5th	27	483 Elected -26 *	4	—	4	2	—	*	3	2	2	7	3	—	Bradley's surplus.
6th	145	*	29	—	16	13	—	*	15	21	14	21	(-145)	16	Lowest out (St. Hill).
7th	19	*	476 Elected -19 *	—	5	—	—	*	2	2	2	1	Out	7	Clark's surplus.
8th	171	*	*	—	53	6	—	*	(-171) Out	82	18	8	—	4	Lowest out (Hiddlestone).
9th	177	*	*	—	36	(-177)	—	*	—	51	28	32	—	30	Next lowest out (Dillon).
10th	221	*	*	—	23	—	—	*	—	53	24	(-221) Out	—	121	Next lowest out (Paton).
11th	36	*	..	..	5	..	..	..	..	493 Elected-36	3	..	..	28	Mulcahy's surplus.
Total	3,742	483 Elected *	476 Elected *	34 Out	372 Elected	177 Out	122 Out	501 Elected *	171 Out	493 Elected *	341 Elected	221 Out	145 Out	206	

\* Obtained quota.

It will be interesting to compare with the foregoing a table for the compilation of which I am indebted to the courtesy of the Government Statistician. The table shows how different would have been the result if the cumulative method had been adopted.

Candidate.	Preference 1.	Preference 2.	Preference 3.	Cumulative Results of Preferences.	
				One and Two.	One, Two, and Three.
	No.	No.	No.		
Clark*†	393	592‡	401‡	985‡	1,386‡
Fysh*†	501‡	427	314	928	1,242
Bradley*†	448	344	321	792	1,113
Mulcahy*†	264	231	396	495	891
Crisp*	202	218	270	420	690
Hiddlestone...	137	251	269	388	657
Page*	235	167	169	402	571
Dillon	143	158	156	301	457
St. Hill	131	101	149	232	381
Fulton	118	121	130	239	369
Paton	140	90	129	230	359
Cox	34	46	42	80	122
All {					
Gross Total ...	2,746	2,746	2,746	5,492	8,238
Legally effective ...	2,746	724	66	3,470	3,566

Quota—457.

The result of the election failed to give universal satisfaction. Rejected candidates found some consolation in unsparing criticism. On the part of some electors, whose candidate owed to the system the fact of his election, there was an ignoble disavowal of indebtedness. Still the results were very generally regarded with approval. There were few electors so unfortunate as to see all their preferences rejected; where such a failure occurred, the fault rested with the elector in not voting for more candidates. On a

\* Elected.

† Obtained quota.

‡ Highest in order of general favour.

future occasion electors will probably remember this; if they soon exhaust their preferences, they have only to continue the classification on the principle of least dislike. Nor does the number of "exhaust papers" offer occasion for serious criticism. In many cases such papers were useless because candidates whose names they bore were elected without their assistance. The number of informal votes was sufficiently large to excite the hostility of the censorious; yet it was not larger than is usual on the occasion of a change in the mode of voting; indeed, the percentage was much lower than at the recent elections for the Federal Convention. In the city of Hobart the informal votes amounted to 105; 52 had been guilty of extra marking, especially of scoring out the names of rejected candidates; 20 had marked each of their chosen candidates 1, instead of 1, 2, 3, &c.; 16 had failed to mark at least three candidates, four had omitted to observe a proper sequence in their numbers; three had written the figures between the names; three were illegible; two had contributed their signatures; two had marked all their candidates 2 instead of 1, 2, 3, &c.; one had given his numbers in writing; and one had scrawled over the whole of his paper, apparently to express an abhorrence of the system.

If we regard the Act as a whole, I am not aware that experience has exposed its defects. Whatever objections a captious criticism may discover, there is, perhaps, but one which requires serious attention. If X receives 2,000 primary votes, and the quota be 1,000, the resulting surplus is distributed in a proportion determined by reference to secondary preferences on the whole of X's 2,000 votes. Under such a mode of distribution nothing is left to chance or to the discretion of the returning officer. But let us go a step further—let us suppose that Y has 800 primary votes, and that he receives 600 from X's surplus. In that case he obtains his quota and 400 excess votes. How are these excess votes to be distributed? Several modes suggest themselves. The returning officer may take the 400 ballot-papers from the top of Y's box and pass them on to next preferences; he may do this after having first shuffled the whole of Y's papers; or, again, he may exercise his own sweet will upon them. The objection to each of these courses is clear. But if the surplus of 400 is to be distributed according to a proportion, by reference to what ballot-papers is the proportion to be determined? The Act, apparently with the intention of simplifying the work of the returning officer, answers "By reference to the 600 papers transferred from X to Y." It will be at once seen that this introduces the element of chance. We know that if Y gained 600 of X's surplus of 1,000, he must have been marked 2 on 6-10ths of X's total number of primary votes.  $2,000 \times \frac{6}{10} = 1,200$ . The actual 600 papers transferred from X to Y were to be chosen at random from the whole of the 1,200 papers on which Y was marked 2. The proportion among the third votes of one chance selection from this 1,200 might be very different from the proportion among the third votes of another chance selection. If the returning officer choose "to take a hand," the variations may be increased. All such objections may be avoided by distributing Y's surplus of 400 in a proportion determined by reference to the whole of the 1,200 papers, *i.e.*, the whole of the X Y papers. It might save time if the returning officer, in transferring the 600 papers which constituted Y's share of X's surplus, were to preserve the same proportion of third votes on transferred papers, as existed on the whole 1,200 X Y papers. In the distribution of Y's surplus of 400 it would then be sufficient to make a calculation on the basis of the papers transferred, from X to Y. It may be interesting to note that the distribution of Y's surplus might also be determined by reference (1) to the third votes on the whole of X's original papers; (2) to the third votes on the total number of X's original papers taken together with the second votes on the total number of Y's original papers; (3) to the third votes of the whole electorate. The evils of complexity form an answer to the arguments by which these alternatives can be supported. Any proposal to effect a distribution by reference to third votes on the whole electorate is open to an additional objection; it would give an undue influence to electors voting according to prescribed ticket. The objection would apply with peculiar force to any proposal to distribute surpluses *arising as a result of the first count* in a proportion determined by reference to the second votes on the whole electorate.

In conclusion, I crave your indulgence, while directing your attention to the dreaded reproach of innovation. Professor Freeman has observed how often these great reforms, which mark the progress of our race, have involved a return to the traditions, institutions, or ideas of an earlier time. The barons who wrung from a reluctant monarch the Great Charter of our liberties, only sought to record and to secure the acknowledged birthrights of Englishmen. The Parliament of De Montfort was a device for restoring the freedom of the Teuton. For the primitive assembly of the tribe there was substituted the Representative Parliament of a nation; for appearance in person the new conditions required an appearance through chosen deputies. Yet the great principle of the right of the people to share in the work of government underlay both institutions. Thus it happened that the privileges which English forefathers had enjoyed in the forest of Ancient Germany, but which had been sacrificed in the process of migration and national consolidation, were to be regained in the great and painful crises of a later century.

If we consider the characteristics of the Hare system in connexion with the Parliament of the thirteenth century, I believe we shall arrive at a startling conclusion. Mr. Hare sought to introduce an organic element into our system of representation. The new constituencies were designed to be united by allegiance to one object, to be animated by one spirit. I believe that here again in the history of our race we may discover, under the semblance of innovation, the reality of an ancient practice. This is no place to justify such a generalisation by an inadequate induction from the facts of mediæval history. Yet the interest and the importance of the inquiry may justify an illustration of its meaning. In the first place, the mediæval Parliament represented the estates of the realm—the Clergy, the Baronage, and the Commons. These were not arbitrary divisions of the State, but organic parts of the Nation. The means by which they acquired the reality and the consciousness of internal cohesion, form one of the most engrossing chapters in the national annals. The facts of history lend no encouragement to the suggestion of a residuary class in the estate of the Commons. The third estate represented the alliance of the communities of the shires with the communities of the towns, and was the result of many causes, among which we may distinguish the appreciations of common dangers, the inducements of royal policy, and the similarity of the processes employed in the exercise of political rights.

Starting from the established fact that the mediæval Parliament was an assemblage of estates, we have yet to inquire the character of the constituencies of the third estate. Were they, too, organic? I confess I see no answer to this question but the affirmative. The representatives of the Commons were the deputies of the shires and the towns. Each shire was a unit of the nation, bound together by its common court, its common judicial and administrative organization. The

county was an organized body of men—a *communitas*—almost a kingdom in miniature. If we turn to the towns of the middle ages, despite the infinite variety of their customs, the reality of their organic character seems indisputable. Nor should we be altogether unprepared for this conclusion. When we remember that they were compelled to struggle for their charters, their liberties, and often for their existence, against the attacks of neighbouring barons and the tyranny of a ubiquitous monarch; that, as yet, the centralizing influences of the Railway and the Press were unknown; that, as yet, geographical constituencies were not divided into hostile camps by the contests of national parties—when we remember these facts, we are prepared to find in the town of the middle ages, a community of life, thought, and feeling, unattainable under the complex conditions of modern society. Nor are we disappointed. The superiority of the old over the new in this respect is well expressed in the writings of a brilliant essayist. Each town, writes Frederick Harrison, had its own patron saint, its own special church, and its own feudal patron, its corporate life, its own privileges, traditions, and emblems. On the other hand, the modern city is almost bereft of any religious, patriotic, or artistic character as a whole. There is much public spirit—in certain parts, a love of beauty, taste, and cultivation of a special kind. But it is not embodied in the city; it is not associated with the city; it does not radiate from the city. A typical industrial city of modern times has no founder, no traditional heroes, no patrons or saints, no emblem, no history, no definite circuit. It is ever changing, loose in organization, casual in form.\*

If we attach any importance to the foregoing facts, it must affect our attitude towards the reproach of innovation. Our methods may be new, but the idea is ancient. It is no longer possible to combine the organic principle with the geographical constituency. Which are we to retain? Ordinary usage answers this question in one way, and Mr. Hare in another. I believe there are few more important questions of to-day than this, and that few deserve a more immediate attention on the part of statesmen and thinkers.

---

\* "The Meaning of History," p. 250. In the Model Parliament of 1295, there were 74 Knights representing the Shires and 232 Citizens and Burgesses representing the Towns.

## OBSERVATIONS ON THE WORKING RESULTS OF THE HARE SYSTEM OF ELECTION IN TASMANIA.

BY R. M. JOHNSTON, F.L.S.

### *The Chief Merit of the Hare System.*

The deep interest taken in all matters relating to the Hare system of voting and counting at the recent elections in Hobart and Launceston is indicated by the large number of queries put to the writer during the last three months. It is curious, however, that the large body of inquirers and critics restrict their attention mainly to questions relating either to the mode of voting, or to the mode or modes adopted for determining the quota-excesses; but, most of all, the general attention is restricted to obscure details of no importance concerning the infinitesimal influence of the *element of chance* still uneliminated by the Tasmanian Clark-Hare method provided for the transfer and distribution of the *quota-excess* of the *second order*.\*

This unfortunate restriction is equivalent to a representation of the play of Hamlet with the part of the Prince of Denmark cut out.

The Hamlet of the Hare system, as a whole, is not the mere mode of preference and transfer vote to which general attention is too often restricted. The latter aids are important, no doubt, but of themselves they can only be regarded as valuable accessories of the Hare system. The keystone of the Hare system, upon which commonly too little or no attention is directed, is the Hare-constitution of large electoral divisions. Without the latter all the nice arrangements of first, second, third, &c., preferences, and transfer of quota-excesses and lowest excluded candidate votes would be a cumbrous farce. With the former secured, together with even the ordinary *one-man-one-vote* principle, the results attained would be such an improvement upon methods hitherto prevailing that they would not fall far short of the more complete Hare scheme with its method of preference and transfer voting.

Those who ignore this keystone or foundation of the Hare system, and restrict their attention entirely to peddling or unimportant details—such as the element of chance involved in quota-excess transfer votes—fail altogether to comprehend the grandeur and perfection of the cardinal features of the system, which secures just and equitable representation of all forces, whether of majorities or minorities. The main feature of the Hare-Electorate or Electoral Division is, that it shall be sufficiently large and untrammelled so as to permit the units of any representative party or body of opinion to unite together, if numerous enough to command a *quota*; that is, such a proportion of electors, as on the basis of numbers, would entitle the latter to return their just share, *viz.*, one parliamentary representative. This provision also involves the breaking down of all arbitrary and unreasonable subdivisions which, as in the unequal ward system of cities, have hitherto prevented the otherwise wasted surplusage of aggregate majorities or minorities, in one division of common locality interests, from joining forces with the weaker members of their respective parties similarly restricted in a neighbouring arbitrary subdivision; and so unjustly preventing the true ideal of *real equality of representation, i.e.*, representation of minorities and majorities in proportion to numbers. That this should be regarded as the most important feature of the Hare system is certain, and is so regarded by all great thinkers who have devoted any attention to the subject. This opinion is sufficiently supported by a quotation from one of England's greatest thinkers—John Stuart Mill (pp. 56, 57, "On Representative Government"): "But real equality of representation is not obtained unless any set of electors amounting to the average number of a constituency, wherever . . . they happen to reside, have the power of combining with one another to return a representative. This degree of perfection in representation appeared impracticable until a man of great capacity, fitted alike for large general views and for the contrivance of practical details—Mr. Thomas Hare—had proved its possibility by drawing up a scheme for its accomplishment, embodied in a draft of an Act of Parliament; a scheme which has the almost unparalleled merit of carrying out a great principle of government in a manner approaching to ideal perfection as regards the special object in view, while it attains incidentally several other ends of scarcely inferior importance. . . . The more these works are studied the stronger I venture to predict will be the impression of the perfect feasibility of the scheme and its transcendent advantages. *Such and so numerous are these that, in my conviction, they place Mr. Hare's plan among the very greatest improvements yet made in the theory and practice of Government.*" The italics are mine.

It cannot be too strongly emphasized, therefore, that the chief causes which tend to produce and perpetuate unfair and unequal representation are (1) inequalities in the magnitude of the population of the various electoral divisions, and (2) the unnecessary multiplication of artificial boundaries, restricting unjustly the voting force to too narrow an area, and thereby preventing the necessary and fair combination of persons who desire to act together, without which their forces are wasted or misdirected.

The following illustration will help to convey more clearly how any great inequalities in the size of electoral divisions, conjoined with unnecessary artificial barrier subdivisions, may prevent the reasonable combination of the elemental forces, and may even prevent a strong majority within a city from securing representation justly proportionate to their total numbers.

Let us conceive the City of Hobart as having 6,000 voters, returning six Members to Parliament. On the basis of numbers it is clear, if there were no artificial barriers to reasonable combinations, that any body of persons properly organized could return that proportion of representatives which would fairly correspond with their numbers.

\* That is, on all *quota-excesses* obtained after the first count by the aid of transfer ballot-papers. Those quota-excesses, which are produced by the distribution of the first count alone, are treated differently by our law, and for the sake of reference and distinction are here designated quota-excesses of the First Order.

But suppose the major party X, constituting two-thirds of the City electorate, to be distributed unequally, and their voting force restricted within the limit of six separate unequal electoral divisions of the City, as in the following illustration, and that for simplicity they are opposed by one other party Y in each division, thus—

City.	Distribution.		Total.
	X	Y	
Division A	800*	550	1,350
„ B	1,050*	300	1,350
„ C	1,200*	150	1,350
„ D	345	355*	700
„ E	320	330*	650
„ F	285	315*	600
Total	4,000	2,000	6,000

By this curious illustration it is shown how, notwithstanding its superior numbers in the aggregate, the major party X has been robbed of a fourth of its representative power by the combined adverse circumstances of *artificial inequalities in the size or composition of its electoral divisions*, and the unnecessary *artificial restriction of voting power within each unnecessary artificial subdivision*. By such unfair artificial barriers the major party X—even aided by the wisest organization—can only return *half the number of representatives*, whereas, in equity, *it should return two-thirds*; and, conversely, the minor party Y by such means returns *half the number of representatives*, when in all fairness and equity they should, under ideally proper conditions, only return *two, or one-third*.

It is the chief merit of the Hare system that it entirely removes all such artificial barriers to just and real representation of the various parties; for, by its abolition of unwise artificial restrictions it gives full fair play to all the individual forces, and it enables the surplusage of any one division to come to the aid of its own party in any other division, so that no vote would form the element of a lost or wasted surplusage. By the Hare system the inequalities of electoral subdivisions are practically rendered equal and harmless.

The major party X would in all fairness return *four* members, and the minor party Y would, in returning two members, be also justly dealt with, as this is the number which in all fairness it has a right to claim or expect.

The *constitution of electoral divisions* is thus shown to be the most important feature of the Hare system, and this importance must not be disregarded when acknowledging the full merit of its splendid accessory, the Hare method of preference and transfer vote.

#### *The Merits of the Preference and Transferable Vote.*

The most valuable *accessory*, not the primary principle, of Hare's system is the scheme of the *Quota-excess and lowest excluded Candidate Transfer Vote*. In the ordinary system of voting it often happens that the fair power of majorities and minorities is wasted by the manner in which the votes are given. The voter has no certain knowledge, and is often obliged to guess his own party's strength. If the voter's one particular choice gets, unnecessarily, too many votes from his own party, and, therefore, useless to him, it may so happen that the second, third, &c. in the order of the voter's preference are, from this lack of knowledge, deprived of such votes to such an extent that an opposite party's representatives are returned in larger number than their aggregate strength, if fairly measured, would entitle them. Hare's method of preference vote in a very large measure obviates this defect. By indicating his other favorite candidates in order of decreasing preference or increasing order of detestation by 1, 2, 3, &c., no previous knowledge of strength is necessary. The Hare method is *per se* a sort of special providence, preventing the waste of valuable votes by automatically distributing surplus strength fairly and exactly to the next and next of preference † until at last the full fair strength of the particular party is properly determined. If combined in this way any party fails to return *one* representative, it is because all the members of the party are too feeble in numbers to have the right to be represented; if the party on the whole returns one, two, three or more representatives it is, for the best of all reasons, because this is the exact representation to which, by force of numbers, it is justly and reasonably entitled.

Thus the method of the Hare preference index, and the transfer in order of preference, effects the part of a never-failing providence, preventing the waste of valuable forces; or, in other words, determining exactly the fair and reasonable representation of all, in spite of difficulties concerning lack of organization, or perfect foreknowledge of the strength and the proper allotment or distribution of voting forces. The only persons who may oppose the Hare system are the selfish aggressor or the selfish indifferent; the former craves to maintain or gain more than justice; the latter too indifferent or lazy to demand it.

#### *Popular exaggerated estimates of the influence upon Results of the Distribution of the Quota excess of the First and Second Order.*

In the Hobart election the distribution of quota-excesses of the first and second order, although differing to a great extent relatively, was, as is the general experience, of little or no absolute importance in altering the effect of the values of first counts and lowest excluded candidates' preference votes in determining the final order of the results of the election. In Launceston, it so happened, there was no *quota-excess* of the *first order*, *i.e.*, on the first count, and, consequently, there could be no inclusion of this first to form a subsequent redistributed detail element of chance in the determination of its only one quota-excess (Hartnoll 16) of the *second order*. The total influence of all orders of quota-excess transfer votes in Launceston was, therefore, for each candidate not excluded actually 1 (minimum) to 9 (maximum) votes = 16 in all. That is, the influence proportionate to the total effective votes of all kinds was min. 0.04 per cent.; max. 0.38 per cent.; total, 0.68 per cent.

\* Local majority returning one representative.

† If not preference it equally serves to indicate usefully order of detestation or dislike, No. 1 being least detested, No. 2 next in order of dislike, No. 3, 4, 5 in a similar way next in order of the candidates disliked. Even in the order of dislike it must be of service to the elector to see that his most disliked candidates are handicapped by his influence.

The feebleness of this influence in altering the final determination of the all-powerful influences, viz., the first count and the votes (two or higher preference) of the previously excluded candidates, is seen by the results. For, although the lowest candidate (Sutton, 283) before distribution was only nine votes behind the next lowest in order (Fowler, 292), yet the inclusion of quota-excess distribution of the second order, although differing in force only by six votes, *to the advantage of the lowest*, the same order of importance was undisturbed, Fowler still keeping the lead by three votes! This inevitable result is beyond any shade of dispute, as, in the distribution of the quota-surplus 16, there entered no element of chance selection. Such an element could only enter where there was a possibility of a portion of this 16 being afterwards *redistributed*. In Launceston such a possibility could not occur. It is proved, therefore, that in the Launceston election the possible influence of the element of chance was positively *nil*.

In Hobart the final results, although effected by four quota-excesses (one of the first order and three of the second), were, even in the aggregate, too feeble to exercise any disturbing influence upon the true relative positions which, as in Launceston, were altogether dominated and determined by votes of first counts and by next in order preferences of lowest excluded candidates.

The total force of the transfer votes of quota-excesses of the first and second order in Hobart only amounted to 3·54 per cent. of all effective votes, as shown by the following analysis:—

	Analysis.			No. Transfer.	Per cent. to total effective votes.	
Quota-excess Votes	...	First Order (1)	Fysh	...	44	1·25
Ditto		Second „ (3)	Bradley, Clark, Mulcahy	}	81	2·29
		Both (4)	...	...	125	3·54
All other effective votes	...	...	...	...	3,411	96·46
Total effective votes	...	...	...	...	3,536	10·000

		Per cent. to total.	
Difference between lowest candidate elected and the highest of the candidates excluded	...	129	3·39
Highest number of votes originally transferred to any one candidate of the quota-excess of the first order (Fysh 44) which in case of re-transfer still involves an infinitesimal element of chance	...	27	0·76
Actual number of votes re-transferred by quota-surpluses of second order and by transferred votes of lowest excluded candidates in which any element of chance selection was involved	...	39	1·10
Average number of such votes for each candidate	...	3·25	0·09

The above analysis is interesting and instructive. It shows that among the 3,536 total effective direct and next in order of preference votes, only 125, or 3·54 per cent., were derived from all quota-excesses; that of these only 39 were redistributed in which any element of chance entered under the method provided by Mr. Clark, Clause 115, Sect. VI., for the determination of the proportion by which the 39 papers were actually distributed; and that this, in the aggregate, only represents 1·10 per cent. of all effective votes, or a mean of 3·25 votes per candidate. As the total redistributed quota-excess votes of the first order (39) only represent 3·25 per cent. of the final difference between the lowest candidate elected and the next in order—the highest candidate who was last excluded from the poll—it is clearly demonstrated that the remaining element of chance selection in practice is infinitesimal in its influence, and did not in the slightest degree affect the relative order of candidates as mainly determined by the combined influence of (No. 1 preference) votes of the first count, and Nos. 2 and 3 preferences of transfer votes of the lowest excluded candidates. These latter together (3,411) represent, as already shown, 96·46 of the total effective voting force; and this fact alone should show that too much importance, by far, has been commonly attached to all rival modes for dealing with the distribution of quota-surpluses and their possible but small element of chance. The reduction of the original small element of chance from 1·25 per cent. of all effective to 0·09 for each candidate should surely satisfy any one that the ideal elimination of elements of chance, so far as the true order of final results is concerned, has been practically and successfully achieved by the Clark-Hare method introduced at the last general election in Hobart and Launceston.

If still, however, it is desired to entirely eliminate the remaining infinitesimal element of chance in the redistribution of any portion of quota-surpluses, the law may, with a very slight modification of Clause VI., Sect. 115, secure this end by two simple practicable methods. The first method introduced, but afterwards altered by Parliament, eliminated all element of chance in the distribution of quota-surpluses of the first and second orders, by first determining the full or aggregate force of all ballot-papers preferences 1, 2, 3, respectively, and proportionally distributing First-order quota-excesses on the basis of the independent aggregate distribution of all No. 2 preferences; and all quota-excesses of the Second order similarly on the basis of the ascertained aggregate distribution of all No. 3 preferences.

The second method suggested for arriving at the same end almost as perfectly as in the first method described is, while determining, as in the existing law, the force of the No. 2 preferences for the purpose of allotting a corresponding distribution of first order of any candidate's quota-excess, also determine the full force of the No. 3 preferences in the same individual candidate's original parcel (*i.e.*, his first count). Should a second order of quota-excess be secured subsequently to any other candidate by the aid of the first quota-excess division, let the latter portion of any quota-excess be allotted according to proportion, ascertained under the original No. 3 preference votes of the elected candidate from whom such surplus was obtained; but, at the same time, limiting the number of ballot-papers to be transferred to the proportion which such original quota-surplus division bears to the aggregate of all votes which go to form the quota-surplus of the second order. The distribution of the due proportion of votes which may have been derived from first votes and lowest excluded candidate transfers to be distributed as nearly as practicable in the proportion which the next available order of preference is indicated upon such ballot-papers. The only objection to this second method is that it is more complicated and would involve more trouble and time in the final determining of the ballot. The balance of advantage, therefore, remains in favour of the first method suggested.

*General Questions regarding the Working Results of the Hare System.*

The question most frequently put to the writer during the last four months regarding the working results of the Clark-Hare system of voting at the recent election at Hobart and Launceston shows how wide and deep is the interest taken in the matter, and the ordinary forms of misconception of several of the more essential features of the Hare system enable him to understand more clearly what are the points which it would be well to discuss more particularly, and, if possible, to elucidate. For this purpose I have thought it best to select the more important of such questions in a systematically arranged series in the form of Question and Answer. This method will enable the ordinary inquirer to concentrate his or her attention upon each point separately as it arises.

An endeavour has been made also to arrange the order of the several queries or subjects so that the answers given to the first in order may facilitate the comprehension of explanations or observation of those which follow. The following are the series of Questions dealt with in this way :—

*First Query.*—What is the special nature of the modification of the Hare system introduced by Mr. Clark at the last General Election apart from the provision which restricted its operation to the two cities, Hobart and Launceston?

*Answer.*—The special modification introduced by Mr. A. I. Clark, Attorney-General for Tasmania, is the provision devised by him for eliminating the element of chance in the selection and distribution of quota-excesses or surplus transfer votes.

In the original scheme of Mr. Thomas Hare there was an element of chance connected with the appropriation of the voting papers of any candidate polling in excess of the ascertained quota, inasmuch as it would depend upon the chance position of the papers forming the excess. If the excess papers were taken, however indiscriminately, from either top, bottom, or middle of the whole parcel of first counts, it is almost certain that the second and higher preferences would vary with each chance selection, and the voters whose papers were selected for transfer to next in order of preference would thus by mere chance have an undue advantage in the determination of the candidates next in order of choice. Mr. Clark's scheme disposes of this element of chance in quota-excesses of the first order or first count, by giving each voter of the successful candidate *equal power* in determining what papers shall be selected for transfer. This is accomplished by redistributing the whole of the successful candidates' voting papers among the candidates not yet excluded from the poll on the basis of the next in order of preference—*i.e.*, No. 2—and afterwards allotting to each candidate such a proportion of papers, so distributed, to each candidate as is equivalent to the proportion which the quota-excess bears to the total parcel of first counts of the successful candidate.

Thus, if we assume that A secured 560 papers in the first count, and the quota was determined to be 460; and also assume that the redistribution of A's 560 on the basis of No. 2 preference among, say, B, C, and D, gave the following results :—

B, 230; C, 150; D, 115:

Then, as quota-excess 100 : 560 ::  $\left\{ \begin{array}{l} \text{B } 50 : 230 \\ \text{C } 25 : 115 \\ \text{D } 25 : 115 \end{array} \right.$

In this manner each voter has equal power (*viz.*  $\frac{1}{560}$ ) in determining the quota-surplus transfer distribution. B appropriates 50 of the 230 papers having No. 2 against his name; C and D, respectively, appropriate 25 from among the papers similarly having the No. 2 preference against their names. This is a just distribution, and entirely removes the element of chance, so far as the second preference is concerned. A similar provision is made for removing, or rather minimizing, the very trifling element of chance in quota-excesses of the second order—*i.e.*, where a former transfer paper may again be transferred to the third or next in order of preference—the determinants in the latter case being the whole of the *transferred papers*, only, which may have helped to complete a candidate's quota. The process is extremely simple and effective. The only objection to the method is that it may add about 20 per cent. to the work of handling the papers, as in the Hobart election. Where there are no excesses of the first order, as in the Launceston election, it may add only about 4 per cent. to the work of handling and counting.

*Second Query.*—What is the probable total effective value of all surplus votes transferred to candidates in next order of preference in comparison with the totality of all other forms of effective votes?

*Answer.*—It varies considerably, according to the number of quota-excesses of the first and second orders. In Hobart the quota-excess votes of the first order represented 1.25 per cent. of all effective votes. Those of the second order represented 2.29 per cent. All quota-excesses represented 3.54 per cent. In Launceston election the whole of the quota-excess transfer votes only represented 0.66 per cent. of all effective votes.

*Third Query.*—Does the Clark-Hare method entirely eliminate the element of chance in the transfer of quota-excesses?

*Answer.*—Yes, entirely, as regards quota-excesses of the first order. As regards transfers of the second order, I estimate that the element of chance for each candidate only represents 0.09 per cent. of all effective votes. This is so trifling an influence that it may be safely ignored in practice.

*Fourth Query.*—What, approximately, are the relative effective values of preference votes, 1, 2, 3, and over, in determining the return of any candidate?

*Answer.*—For Hobart the effective values were as follows :—

First preference	...	...	...	77.66 per cent.
Second ditto	...	...	...	20.47 ,,
Third and higher	...	...	...	1.87 ,,

The relative values for Launceston closely agreed with those for Hobart.

*Fifth Query.*—Whether is the first count, all effective votes, or the aggregate of all counts (effective and ineffective) the best index of the real measure of favour in which the several candidates stand towards the electorate?

*Answer.*—The aggregate of all counts, whether effective or not, would seem to be the truer index of the general favour in which each candidate stands, because the numbers polled at the first count may be greatly disturbed by the action of those who are interested in the success of two or more favorites who may be pretty well assured of success, but whose order of preference might by some be altered if sudden rumour suggested fears for

any one of the favoured group. This accidental action would tend to conceal the true or exact measure of favour in the first count. In the aggregate of effective votes polled the true measure of favour is not quite correctly revealed by the actual numbers recorded as regards successful candidates, inasmuch as those who obtain the quota first are by exclusion from poll deprived of the full force of the second, third, and next in order of preference, all of which are received, and swell the volume of the last successful candidate. Thus, the first candidate who polled a quota in Hobart, Sir Philip O. Fysh, was deprived of the latent force of preference, 2, 3, &c., in his favour contained in ten succeeding counts; Mr. Bradley was deprived similarly of the latent force of seven succeeding counts; Mr. Clark of five. Of the successful candidates, Messrs. Mulcahy, Crisp, and Page alone received the full force of all effective preference votes. The fairer index of the measure of general favour therefore seems to be the aggregate of all preferences, whether effective or non-effective, as shown in one of the appended tables.

*Sixth Query.*—What is the effect of the voter's restricting his choice of order of preference to three candidates (the minimum number compulsory by the Tasmanian law)?

*Answer.*—It renders the voter's influence useless in the determination of the fate of other candidates should his own three preferences, without his aid, obtain a quota, or, otherwise, be excluded, or eliminated, from the poll. Such useless papers are said to be "exhausted." No less than 206 votes, representing 7 per cent. nearly of all votes polled, were rendered useless in this way by the voter's self-imposed sacrifice of his own right or privilege. This is a matter which demands more serious consideration, as nearly twice the voting force of all the invalid papers (104) were practically lost in the determination of the elections. It is natural to suppose that the ordinary voter's interest diminishes after his first three favorites are chosen in their order of preference. But it should be borne in mind that a further extension of indication of preference might be serviceable to the voter in excluding those whom he thought least desirable as representatives; for the order 1, 2, 3, need not be regarded as the index of favour. It is just as serviceable in determining order of dislike, No. 1 being regarded as the candidate who is least in disfavour; the others, in sequence, being regarded as next in order of greater disfavour.

*Seventh Query.*—How far was the voting force as a whole reduced by invalid or defective ballot-papers?—and what was the nature of the defects which rendered the papers invalid?—

*Answer.*—The voting force lost to the elections at Hobart by reason of invalid papers is represented by 104 ballot-papers, equivalent to 3.65 per cent. of all ballot-papers. The following is a summary of the defects:—

	No.	No.	Per cent. to total ballot-papers.
Defective preference numbering ... ..	45		
Defective or unrecognisable figures ... ..	4		
	—	49	1.72
Illegal marking and scoring ... ..	52		
Adding signature ... ..	2		
Disfiguring or blank papers ... ..	1		
	—	55	1.93
Total invalid papers ... ..	—	104	3.65

Only 61 of these invalid papers can be traced to their first preference, and of these 46 were lost to successful candidates, and 15 were lost to the unsuccessful candidates.

From this analysis of defective ballot-papers it will be seen that only 49, representing 1.72 per cent. of all ballot-papers, can be attributed to the Hare system; and upon the first introduction of any new system such a result might naturally be expected. The defects of 55 papers, representing 1.93 per cent. of all ballot-papers, are of such a nature as might occur under any system of voting. Some of the defects might have been avoided if the ballot-papers gave clearer indication where the preference numbers were to be written against each candidate's name.

If the preference number position were indicated by a printed enclosing circle or square, and each name separated by a clearly-printed line, the defective papers would be greatly reduced, thus:—

BURNS.	<input type="text"/>
DRYDEN.	<input type="text"/>
MILTON.	<input type="text"/>
POPE.	<input type="text"/>
SHAKESPEARE.	<input type="text"/>
WORDSWORTH.	<input type="text"/>

*Eighth Query.*—Can you suggest any improvement in the method employed for determining the results of the poll?

*Answer.*—The work of counting and determining the results of the poll within, say, an hour of its close, might be accomplished with ease and accuracy if the following plan were adopted:—

First.—Set a room apart for the counting staff—properly safeguarded as regards privacy and scrutiny—adjacent to the chief polling-room; and let the work of sorting, counting, and distributing ballot-papers be carried on simultaneously with the work of polling.

Second.—Depute the duty of transmitting in due order from time to time the various ballot-boxes (one at a time) to counting-room to a particular officer, who shall see that the contents are discharged upon the first sorting-table by the superintendent of the counting-room, who alone possesses the power to unlock the boxes. A spare box should be always available in the polling-room to take the place of the box during its transmission and return from counting-room.

Third.—Let the chief returning officer periodically examine and finally determine all doubtful and invalid papers set apart for his decision.

Fourth.—Prior to the day of election, the superintendent of the counting-room should make the necessary calculations which would determine the number of separate sorting and counting tables and the necessary staff. The staff, prior to the day of election, should receive an object lesson from the superintendent in the work that they are to be engaged, and the latter should by actual trial satisfy himself that each one thoroughly understands the particular process intrusted to him.

Fifth.—In the work of sorting and recording each subdivision, marked A, B, C, D, E, F, no conversation or discussion should be allowed. If a paper is challenged as doubtfully invalid, it should, without discussion or comment, be placed in the place set apart for *doubtful* papers, to be finally determined by the decision of the chief returning officer.

Sixth.—Apart from the candidates' onlooking scrutineers, there should be three officers set apart for each recording table, which latter should be equipped with as many named cells as there are candidates, and with two extra cells for the reception of doubtful and invalid papers respectively. The chief officer at each table should take the central position, and his duty is to examine each paper, and see at a glance whether valid, doubtful, or invalid. If valid, he should quickly call out name and preference number, thus:—Fysh, 1; Bradley, 1; Clark, 1; Fysh, 1; Clark, 1; and simultaneously place each paper in its proper receptacle. The recorders, one on each side, both enter a 1 in the proper column for each name called out.

As each pair of sheets is completed, the chief clerk should compare the totals of the one with the other, and if they agree the pair of recording sheets should forthwith be initialed and transmitted to the superintendent's compiling table. If they do not agree the error must at once be traced out and corrected. A septum of coloured paper, placed in each cell above the last ballot-paper entered in a former pair of recording sheets, will greatly aid in facilitating the detection of such errors.

During the last general election at Hobart each recording sheet had 50 lines, numbered from 1 to 50 at each side, with a separate column for each candidate. As each recording tick 1 was marked under each name on the line immediately succeeding the last recorded tick for the same person, it followed that as soon as any one candidate's recording tick reached the fiftieth line the sheet was complete, and the numbers of all the other candidates could be ascertained by inspection without counting; for the line number of the last entry in each column would indicate exactly the number of votes to be carried to total at foot of recording sheet.

In this way the work of the superintendent in compiling the recording sheet totals was greatly facilitated, and enabled him to show at any moment the aggregate number polled for each candidate.

If the plan here indicated is adopted at any election, there is every reason to believe that it would work satisfactorily, and the final results of the election might be ascertained and published within an hour of the close of the poll.

The only work of the Hare system of ballot which would have to be postponed until the close of the poll would be the distribution of transfer votes from quota-surpluses and lowest eliminated candidates.

---

## HOW TO SIMPLIFY THE BALLOT BY THE HARE SYSTEM TO THOSE WHO CANNOT READ OR WRITE.

Many who otherwise regard the Hare system of voting with favour, have objected to its introduction in Tasmania on the ground that the difficulties of instructing voters who can neither read nor write would be practically insurmountable; and they believe that attempts to record the preference 1, 2, 3, or even I., II., III., against the persons chosen in this order of preference by those who cannot read or write would

involve many mistakes, and largely increase the number of invalid ballot-papers. Another, and perhaps a more serious objection to the use of *written* figures, is that to a great extent it invades or endangers the wisely guarded secrecy of the ballot; for the figures written by many persons are as characteristic as their writing, and might be recognised, and the name of the voter, and how he recorded his vote, might thus be improperly disclosed by persons subsequently handling the ballot-papers.

There are, therefore, three difficulties to be met, and for which some means should be devised to dispose of them, or, at any rate, to lessen their evil effects, viz.:—

1. To devise means whereby voters, who are unable to read or write, may readily determine the position and names of the candidates preferred by them upon the ballot-paper when the latter is placed in their hands.
2. To record the figures 1, 2, 3, &c., against each name indicating voter's preference accurately and easily, without the necessity of writing by hand.
3. To record these figures, showing order of preference in such a manner as will fail to disclose to any one the identity of the voter who has privately recorded them. Having devoted some attention to this very important matter, I think I can disclose a simple plan which would remove all such difficulties.

#### HOW TO DETERMINE THE NAMES OF PREFERRED CANDIDATES UPON BALLOT-PAPER.

First, to help those who cannot read, and of themselves are, therefore, unable to determine the position of the names of the candidates they prefer upon the ballot-paper, I would suggest that immediately the names of candidates for election are declared let there be prepared a large printed poster bill recording in large print the names of the various candidates exactly in the same style of type (except size), and in the same order of sequence as the names will be printed on the ballot-paper proper. Against each name, in front, print boldly the litho-photo of the head and features of the candidate. If these large posters were affixed to the principal hoardings throughout the city, where the names continuously associated with the candidate's photograph would frequently meet the eye of the citizens, it is certain that every voter, even though unable to read or write, would within seven days be well acquainted with each candidate's printed name and could locate the exact position where such name would be found upon the ballot-paper when placed in his hands, on the day of the election, without the aid of any one. The secret of the manner in which such person voted would thus be as secure as it is now to persons who are able to read and write.

#### HOW ILLITERATE PERSONS—WITHOUT] PERSONAL AID—MAY RECORD THE FIGURES 1, 2, 3, ETC., IN THE DESIRED ORDER OF PREFERENCE WITH THE GREATEST EASE AND WITH PERFECT ACCURACY.

In addition to marking-pencils let there be provided in the veiled recording chamber a shelf holding as many figure stamps as there are seats. For Hobart six, for Launceston four. Let the *size* and *sequence of position* of these stamps correspond exactly with the figures which the several stamps are devised to impress when stamped against, and in front of, the name selected; thus:—

1	2	3	4	5	6

1. Thus, for the first *choice*, let the voter select the *first* and *tallest* stamp, and stamp it exactly in front and level with the name of his first choice.
2. For the *second* preference, take the *second* stamp *in order* and the *second in height*, and impress it similarly against the name of the second candidate of his preference.
3. For the *third* preference, take the *third* stamp *in order* and the *third in height*, and impress it similarly against the name of the third candidate of his preference.
4. Continue to impress the remaining three stamps in the order of *place* and *height* (if desired) against the names of candidates whose degree of favour in the voter's eye is marked, in every case, by the order of position relative to the first; and the gradually diminishing height of the stamp corresponding with this order, and with the diminishing interest of the voter.

When an illiterate person grasps the fact that the *first* and *biggest* stamp is to be used only for the first preference, and the *smallest* and *last* stamp for that of one of the *six* candidates who stands lowest in his esteem, all the difficulties of recording his choice, secretly and accurately, vanish.

A separate ink-pad for the stamps may be avoided by the use of the self-inking and self-adjusting stamps now commonly used in public offices. To ensure greater success, a lesson in the simple method of impressing the stamp against any name might be given in some convenient ante-room, and the care that due order of the stamps in proper position is preserved in the veiled recording chamber might be seen to by some officer, after each candidate has recorded his vote.

I hope the suggestions made will commend themselves to those who have the responsibility of securing the success of the election by the Hare system of ballot, and also to all who are jealous of preserving intact the secrecy of the ballot.

THE ACTUAL DISTRIBUTION OF QUOTA-EXCESSES BY THE CLARK-HARE METHOD.

Some persons are fearful that the able returning officers at Hobart and Launceston—Messrs. Davies and Sadler—supported as they were by the best legal opinion, and assisted as they were by persons skilled in the particular work, have failed to carry out the law in all its entirety in the distribution of quota-surpluses at the last general election.

But, from the expressed statements of some of the critics it is very obvious that their fears arise either from an imperfect or hazy notion of the exact processes expeditiously and correctly carried out by the responsible officers referred to, or from a very faulty notion of what our law required to be carried out. From my official position at Hobart—under Mr. Davies (acting supervisor of the counting processes)—I had the best opportunity of knowing how the various operations of the counting and distribution of ballot-papers were performed, and I can trust that I will be credited when I assure all persons that every process was faithfully carried out, expeditiously and smoothly, in strict compliance with every provision of the law as embodied in *Section 115, 1—x*.

It would be altogether inexcusable on my part, having such responsibilities, if I had not made myself thoroughly acquainted with every provision of the law affecting each of the stages of counting and distribution, for I had the advantage of ample time and opportunity for making myself fully acquainted with all the nice points where some difficulties of interpretation might arise. Moreover, I had the advantage of familiar discussion and helpful advice from the law officers of the Crown, and from other trained legal authorities on every occasion that a possible shade of doubt presented itself to my mind as regards some of the more obscure provisions. The result was that I had the comfort of knowing before I engaged actively on my duties that in the methods for every stage arranged and ultimately carried out by me as supervising assistant under Mr. Davies, I had the sanction and hearty approval of the law advisers of the Crown. With my own judgment independently concurring with the special advice of the law officers, who originally drew up every one of the provisions of *Section 115*, I have no fear that any person, however astute, who has not had the grave responsibilities of execution, and who has not devoted the same time and trouble to the study of our *Electoral Act 1896, Section 115*, will be successful in the discovery of any flaw either in the interpretations put upon its various provisions, or in the processes adopted for carrying it into effect.

Those who profess to have discovered a flaw in the mode of determining the quota-excess in Hobart have misled themselves by taking hold of only a part of the truth—a source of danger in most cases to inexperienced persons.

So far as the ordinary misconceptions are concerned regarding the provisions made for determining the division of transferable quota-surpluses, it is apparent for the most part that they arise from unskilled or hasty reading of *Clauses v. and iv., Section 115*. Both of these clearly provide for the manner in which quota-surpluses are to be distributed, and both have for their object the distribution of the excess, freed altogether from arbitrary selection by returning officer, and freed, as fairly as practicable, from the element of chance selection. But the stumbling block of the average inexperienced or incautious critic is his failure to discern that the law recognises and distinguishes two distinct orders of quota-excess, while the incautious critic either only recognises one or confounds or mixes up part of the provision of the one when dealing with the other. For the sake of greater clearness we may call the quota-excess provided for in *Clause v.* as quota-excesses of the *first order*, and the quota-excesses contemplated in *Clause vi.* as those of the *second order*. Now, the manner in which the quota-excess of the first order is to be determined in distribution is altogether different from the manner provided in *Clause vi.* for the determination and distribution of quota-excess of the second.

For the former (*i.e.*, first order) the quota-excess—as in case of the only one of this *order*, the Fysh surplus, 44—*Clause v.*, “shall include as nearly as practicable in respect of each candidate the same proportion of ballot-papers having the figure 2 set opposite to his name as the number of such ballot-papers included in the whole parcel bears to the total number of ballot-papers *in the whole parcel*.” The quota-excess of the first order has been derived wholly from the successful candidate’s 1’s without the aid of a single transfer ballot-paper from any other candidate, and hence the law provides that for such first order quota-excess the determinants of mode distribution are, as in the Fysh surplus—the *whole of his own original ballot-papers of the first count*.

For determining the manner in which quota-excesses of the second order shall be distributed the law is entirely different; for it excludes altogether the successful candidate’s first count ballot-papers as determinants, and restricts the determinant of distribution *solely to the total ballot-papers previously transferred*.

The successful candidates of the second order quota-excesses cannot by this provision—whether desirable or otherwise—have their own first count papers included among the determinants of distribution; the law clearly confining this function to the various subsequently transferred ballot-papers obtained preferentially from other candidates, and by whose aid the quota and its excess were actually obtained.

I hope this explanation will satisfy all reasonable persons that the various processes of the ballot in Hobart and Launceston were correctly carried out, and were not marred in any way by flaws in the manner in which the whole work was carried out.

It is interesting to note that Hobart alone had a quota-excess of the first order to distribute, while of quota-excesses of the *second order* Hobart had three and Launceston only one.

In conclusion, let me record gratefully, not merely my own personal indebtedness, but that of Tasmania, to the pioneer advocate of True Representation of the People in Australia (Miss C. H. Spence, of Adelaide), whose life’s devotion to the cause of True Representation has not only greatly influenced, but has won the admiration and respect of England’s greatest statesmen. To Miss Spence’s unwearied advocacy by word and pen, the success of the introduction of the Hare System in Tasmania by Mr. Clark is largely due. I only hope she will live to see throughout the civilized world the general adoption of the Hare System of voting, which alone secures any practical approximation to a Fair and True Representation of the People.

THE HARE SYSTEM AT HOBART.—The Complete Returns.—The following Ballot Recording Sheet gives the actual results of the various counts at the recent Parliamentary Election, worked out to finality. The quota, it will be remembered, was 457 :—

Count.	Total Votes Distributed.	Bradley,	Clark.	Cox.	Crisp.	Dillon.	Fulton.	Fysh.	Hiddlestone.	Mulcahy.	Page.	Paton.	St. Hill.	Exhaust Papers.	Particulars of Distribution.
First ..	2,746	448	393	34	202	143	118	501 Elected—44	137	264	235	140	131	..	First count.
Second ..	44	4	27	..	3	1	..	*	2	4	2	..	1	..	Fysh's surplus.
Third ..	34	3	5	(-34) Out	13	2	4	*	1	1	3	..	2	..	Lowest out (Cox).
Fourth ..	122	28	18	..	12	10	(-122) Out	*	11	13	10	12	8	..	Next lowest out (Fulton).
Fifth ..	27	483 Elected—26	4	..	4	2	..	*	3	2	2	7	3	..	Bradley's surplus.
Sixth ..	145	*	29	..	16	13	..	*	15	21	14	21	(-145) Out	16	Lowest out (St. Hill).
Seventh ..	19	*	476 Elected—19	..	5	..	..	*	2	2	2	1	..	7	Clark's surplus.
Eighth ..	171	*	*	..	53	6	..	*	(-171) Out	82	18	8	..	4	Lowest out (Hiddlestone).
Ninth ..	177	*	*	..	36	(-177) Out	..	*	..	51	23	32	..	30	Next lowest out (Dillon).
Tenth ..	221	*	*	..	23	..	..	*	..	53	24	(-221) Out	..	121	Next lowest out (Paton).
Eleventh ..	36	*	*	..	5	..	..	*	..	493 Elected—36	3	..	..	28	Mulcahy's surplus.
Total ..	3,742	483 Elected	476 Elected	34 Out	372 Elected	177 Out	122 Out	501 Elected	171 Out	493 Elected	341 Elected	221 Out	145 Out	206	

\* Obtained the quota.

### GENERAL ELECTION, HOBART.

20th January, 1897.

ANALYSIS showing the Separate and Cumulative Value and Distribution of the Effective Portion only of the various Preference and Transfer Votes :—

Candidates.	Preference 1.		Preference 2.		Preference 3 and over.		All Effectives.	
	No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
Fysh† ...	501	18·24	—	—	—	—	501*1	14·17
Mulcahy† ...	264	9·61	205	23·36	24	26·36	493*4	13·95
Bradley† ...	448	16·31	34	4·70	1	1·52	483*2	13·66
Clark† ...	393	14·32	78	10·79	5	7·58	476*3	13·46
Crisp† ...	202	7·36	161	22·27	9	13·63	372 <sup>5</sup>	10·52
Page† ...	235	8·56	99	13·69	7	10·61	341 <sup>6</sup>	9·64
†	2,043	74·40	577	79·81	46	69·70	2,666	75·40
Paton‡ ...	140	5·10	72	9·96	9	13·63	221 <sup>7</sup>	6·25
Dillon‡ ...	143	5·21	32	4·43	2	3·04	177 <sup>8</sup>	5·01
Hiddlestone‡ ...	137	4·99	28	3·73	6	9·09	171 <sup>9</sup>	4·84
St. Hill‡ ...	131	4·77	11	1·52	3	4·54	145 <sup>10</sup>	4·10
Fulton‡ ...	118	4·30	4	·55	—	—	122 <sup>11</sup>	3·44
Cox‡ ...	34	1·23	—	—	—	—	34 <sup>12</sup>	·96
‡	703	25·60	147	20·19	20	30·30	870	24·60
Totals ...	2,746	—	724	—	66	—	3,536	—
Percentages—	—	100	—	100	—	100	—	100
Vertical	77·66	—	20·47	—	1·87	—	100	—

\* Obtained a quota. † Elected. ‡ Excluded.

#### RESULTS OF EXCLUSION FROM POLL.¶

NOTES.—<sup>1</sup> Latent force of preferences 2, 3, &c., contained in ten lower counts not recorded, having been transferred to next in order of voters' own preference among remaining candidates.

<sup>2</sup> Ditto ditto, contained in 7 lower counts, ditto ditto ditto.

<sup>3</sup> Ditto ditto, " 5 " "

<sup>4</sup> Ditto ditto, " 1 " "

<sup>5</sup> Ditto ditto, " 2 " "

<sup>6</sup> Ditto ditto, " 5 " "

<sup>7</sup> Ditto ditto, " 7 " "

<sup>8</sup> Ditto ditto, " 9 " "

<sup>9</sup> Ditto ditto, " 9 " "

<sup>10</sup> Ditto ditto, " 9 " "

<sup>11</sup> Ditto ditto, " 9 " "

<sup>12</sup> Ditto ditto, " 9 " "

¶ Those who at the several counts are either elected or lowest are thenceforward by present law excluded from the Poll.

FURTHER ANALYSIS of the Results of the Ballot for Election of Representatives at Hobart, 20th January 1897, showing the Separate and Cumulative Value of all Preference Votes (1), (2), and (3), whether effective or ineffective :—

CANDIDATES.	Preference.	Preference.	Preference.	CUMULATIVE RESULTS OF PREFERENCES.	
	1.	2.	3.	One and Two.	One, Two, and Three.
	No.	No.	No.		
Clark * † ... ..	393	592 †	401 †	985 †	1,386 †
Fysh * † ... ..	501 †	427	314	928	1,242
Bradley * † ... ..	448	344	321	792	1,113
Mulcahy * † ... ..	264	231	396	495	891
Crisp * ... ..	202	218	270	420	690
Hiddlestone ... ..	137	251	269	388	657
Page * ... ..	235	167	169	402	571
Dillon ... ..	143	158	156	301	457
St. Hill ... ..	131	101	149	232	381
Fulton ... ..	118	121	130	239	369
Paton ... ..	140	90	129	230	359
Cox ... ..	34	46	42	80	122
All { Gross Total ... ..	2,746	2,746	2,746	5,492	8,238
{ Legally effective ... ..	2,746	724	66	3,470	3,536

Quota—457.

\* Elected.

† Obtained quota.

‡ Highest in order of general favour.

## ILLUSTRATIONS OF THE CLARK-HARE SYSTEM OF ELECTION ADOPTED IN TASMANIA.

### EXAMPLES OF MARKING BALLOT-PAPERS.

(i.) Where there are NINE Candidates for SIX Seats.

Austin ... ..	5	Austin ... ..	5
Dickens ... ..	6	Dickens ... ..	6
Fielding ... ..	4	Fielding ... ..	4
Gissing ... ..	4	Gissing ... ..	4
Lytton ... ..	3	Lytton ... ..	3
Meredith ... ..	5	Meredith ... ..	5
Richardson ... ..	6	Richardson ... ..	2
Scott ... ..	1	Scott ... ..	3
Thackeray ... ..	2	Thackeray ... ..	1

(ii.) Where there are SIX Candidates for FOUR Seats.

Burns ... ..	4	Burns ... ..	4
Dryden ... ..	3	Dryden ... ..	3
Milton ... ..	2	Milton ... ..	2
Pope ... ..	1	Pope ... ..	1
Shakespeare ... ..	1	Shakespeare ... ..	1
Wordsworth ... ..	3	Wordsworth ... ..	1

### EXAMPLES OF AN ELECTION OF MORE THAN ONE MEMBER FOR THE SAME DISTRICT.

Suppose there are Four Members to be elected, and there are Six Candidates, and the total number of valid votes polled is 3,000.

In accordance with the directions contained in Section 115, the number of valid votes (3,000) will be divided by the number of Members to be elected (4), and the result (750) will be the quota of votes required to elect a Member.

#### First Count.

A has 800 first votes.

B has 420 first votes.

C has 180 first votes.

D has 780 first votes.

A and D are declared elected, and the surplus of A's first votes is transferred to the other candidates who are marked 2 on the same ballot-papers (in pursuance of Sect. 115, Sub-sect. v.) in such a manner that each of the other candidates receives the same proportion of such surplus votes as all the papers on which his name is marked with the figure 2 in the parcel bear to the whole 800 ballot-papers in the said parcel.

*First Count—continued.*

E has 720 first votes.

F has 100 first votes.

A has 50 surplus votes, and as E is marked 2 on 640 out of the 800 papers, and F is marked 2 on 160, it follows that E is entitled to four-fifths and F to one-fifth of the surplus. The Returning Officer will therefore transfer 40 of A's surplus votes to E, and the remaining 10 of A's surplus votes to F.

D has a surplus of only 30 votes, and following the same course, 20 of his surplus ballot-papers are found to be transferable to B, and the remaining 10 to C.

*The numbers on the Second Count will then be as follows:—*

A, 800—50 votes transferred to other candidates  
=750 (elected)  
B, 420 + 20 votes transferred from the surplus  
votes of D = 440  
C, 180 + 10 votes transferred from the surplus  
votes of D = 190  
D, 780 — 30 votes transferred to other candidates  
= 750 (elected)  
E, 720 + 40 votes transferred from the surplus  
votes of A = 760 (elected)  
F, 100 + 10 votes transferred from the surplus  
votes of A = 110

A, D, and E are now declared elected, but another Member is required, and there must therefore be another transfer of any surplus votes and a Third Count. The only candidate who had a surplus on the Second Count was E, who has a surplus of 10 votes in consequence of having had 40 of A's surplus votes transferred to him. He will retain permanently 30 of those surplus votes because they are necessary to give him the requisite quota of 750 votes, but the other 10 of A's surplus ballot-papers will now be transferred to the candidates whose names are marked on them with the figure 3, and on them the name of B is marked 3.

*The numbers on the Third Count will therefore stand as follows:—*

A ..... 750 (elected)  
B, 440 + 10 votes transferred from  
E's surplus on the second count = 450  
C ..... 190  
D ..... 750 (elected)  
E ..... 750 (elected)  
F ..... 110

There still remains a Member to be elected, and there are not any more surplus votes to be transferred. It therefore becomes necessary to reduce the number of candidates by excluding the one who is lowest on the poll as it now stands, and to transfer his votes to the candidates who are marked 2 on the ballot-papers which have hitherto been counted for him. The lowest candidate on the poll is F, with 110 votes, and he is now excluded. Upon 80 of the ballot-papers hitherto counted for F the name of B is marked 2, and on the other 30 of them the name of C is marked 2.

*The numbers on the Fourth Count will therefore be as follows:—*

A ..... 750 (elected)  
B, 450 + 80 votes transferred  
from F ..... = 530 (elected)  
C, 190 + 30 votes transferred  
from F ..... = 220  
D ..... 750 (elected)  
E ..... 750 (elected)

Only three candidates have succeeded up to the present time in obtaining the requisite quota of votes, and it therefore becomes necessary to reduce again the number of candidates by excluding the one who is lowest on the poll as it now stands. The lowest candidate is C, and he is excluded, leaving only the same number of candidates as there are Members to be elected, viz., A, B, D, and E, who are therefore declared elected, and the election is closed.

TASMANIA.



1896.

ANNO SEXAGESIMO VICTORIÆ REGINÆ, No. 49.

AN ACT to consolidate and amend the Law relating to the Election of Members of the Parliament of *Tasmania*. [3 December, 1896.]

\* \* \* \* \*

102. Every election under this Act shall be conducted in the manner following :—

\* \* \* \* \*

(3) In every case in which more than one candidate is to be elected for any district, each elector shall have one vote only, but may vote in the alternative for as many candidates as he pleases, provided he votes for not less than one-half of the number of members to be elected ; and his vote shall be deemed to be given in the first place for the candidate opposite whose name upon the ballot-paper is placed the figure 1 ; but in the event of its not being required to be used for the return of such candidate, it may be transferred to the other candidates in succession, in the order of priority indicated by the figures set opposite their respective names ; and the elector shall insert opposite to the names of the candidates for whom he wishes to vote, the figures 1, 2, 3, and so on, in the order of his preference. He shall not strike out from the ballot-paper the name of any candidate.

(4) As soon as the elector has expunged the name or names of the candidate or candidates for whom he does not wish to vote as directed in sub-section (2), or has marked the ballot-paper as directed in sub-section (3), he shall fold up the ballot-paper in such manner that the signature or stamp of the Returning Officer or clerk of the peace shall appear on the outside of the folded ballot-paper, and shall immediately take the same into the room in which the ballot-box is kept, and, after exhibiting to the Returning Officer the signature or stamp on the back of such ballot-paper, shall place the ballot-paper in the ballot-box ; and immediately the elector has so placed his ballot-paper in the ballot-box he shall leave the room, and shall not re-enter during the same election.

\* \* \* \* \*

115. In every case in which more than one candidate is to be elected for any district, the Returning Officer shall deal with the ballot-papers as follows :—

i. He shall first arrange the ballot-papers by placing in a separate parcel all those which have the figure 1 set opposite to the name of the same candidate, and in so doing he shall reject all ballot-papers which have not the official signatures or stamps on the back thereof, or which have anything written or marked thereon by which the voter can be identified, and all ballot-papers on which no number has been placed by the voter to indicate the candidate for whom he wishes to vote, and all ballot-papers on which the same number has been placed against more names than one ; and all ballot-papers whereon the number of candidates marked in the order of the voters' preference is fewer than one-half the number of members to be elected.

ii. He shall then proceed to ascertain the "quota" of votes necessary for the election of a candidate by dividing the aggregate number of all the ballot-papers contained in all the parcels by the number of members to be elected, and the result, disregarding any fractional remainder, shall be the "quota."

iii. He shall then proceed to count the number of ballot-papers in each parcel, and every candidate who has a number of first votes equal to or greater than the quota shall be declared elected, and every ballot-paper which has been once counted in the quota for a candidate who is declared elected shall not be counted for any other candidate.

iv. As many ballot-papers in each parcel as are in excess of the quota shall be set aside in the manner hereinafter directed to be counted for other candidates as hereinafter provided, and on all such ballot-papers so set aside the name of any candidate for whom the requisite number of ballot-papers has already been counted shall be deemed to be cancelled, and the Returning Officer shall then severally transfer such ballot-papers to the candidates indicated thereon respectively as the next in the order of the voter's preference, and the votes thus transferred shall be deemed to have been given for the candidates to whom they shall be transferred as herein directed, and shall be deemed to be first votes.

v. The ballot-papers which are set aside from any parcel after the first count of votes as hereinbefore directed shall be selected from that parcel in such manner that they shall include as nearly as practicable in respect of each candidate the same proportion of ballot-papers having the figure 2 set opposite to his name as the number of such ballot-

papers included in the whole parcel bears to the total number of ballot-papers in the whole parcel ; and if any doubt or dispute shall arise as to the number of ballot-papers which should be included in respect of any candidate among the ballot-papers set aside from any parcel, the decision of the Returning Officer shall be final.

- vi. If in any case the number of ballot-papers transferred to another candidate as the second in the order of preference indicated thereon shall exceed the number required to give the quota of votes to that candidate, the excess to be transferred to other candidates shall be selected from the total number of the ballot-papers previously transferred as aforesaid in such manner that the excess shall include as nearly as practicable in the case of each candidate the same proportion of ballot-papers having the figure 3 set opposite to his name as the number of such ballot-papers included in the total number of ballot-papers previously transferred as aforesaid bears to such total number ; and if any doubt or dispute shall arise as to the number of ballot-papers which should be included in such excess in respect of any candidate, the decision of the Returning Officer shall be final. This process shall be repeated until no candidate has more than a quota of first votes or votes deemed first.
- vii. If after all the ballot-papers have been counted and respectively assigned to the several candidates as hereinbefore directed it is found that no candidate, or an insufficient number of candidates, has obtained the quota of votes necessary for his or their election, then and in such case the candidate who has obtained the lowest number of votes shall be excluded from the poll, and all the ballot-papers previously counted for such candidate shall be deemed to have been unused, and to have his name cancelled thereon, and they shall be respectively transferred to and counted for the other candidates who have not received the requisite quota of votes, and who are indicated on such ballot-papers respectively as the next in the order of the voter's preference.
- viii. The same process of excluding the candidate lowest on the poll and transferring to other candidates the ballot-papers previously counted for the excluded candidate shall be repeated as often as may be necessary until the requisite number of candidates have received the necessary quota of votes, or until the number of candidates has been reduced to the number of members to be elected.
- ix. If at any time after the first counting of the ballot-papers it becomes necessary to exclude the lowest candidate from the poll as hereinbefore directed, and it shall be found that two or more candidates have the same number of votes and occupy together the lowest position on the poll, then, and in every such case, whichever one of such candidates was found to have received the least number of votes upon the first counting of the ballot-papers shall be deemed to be the lowest on the poll; and if at any time it becomes necessary to exclude from the poll one or more of any number of candidates who have received the same number of votes upon the first counting of the ballot-papers, the Returning Officer shall decide which one or more of such candidates shall be excluded from the poll.
- x. When, by successive applications of the directions hereinbefore contained, the number of candidates is reduced to the number of members to be elected, the candidates constituting such reduced number shall be declared elected.

1898.  
—  
VICTORIA.

---

# R E P O R T

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

## IMMIGRATION RESTRICTION BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE, MINUTES OF EVIDENCE,  
AND APPENDICES.

---

*Ordered by the Legislative Council to be printed, 11th October, 1898.*

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

---

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE  
LEGISLATIVE COUNCIL.

---

WEDNESDAY, 24TH AUGUST, 1898.

7. IMMIGRATION RESTRICTION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable Sir H. Cuthbert moved, That this Bill be now read a second time.
- Debate ensued.
- Question—put and resolved in the affirmative.—Bill read a second time.
- The Honorable Sir H. Cuthbert moved, That this Bill be committed.
- Question—put and resolved in the affirmative.
- The Honorable A. Wynne moved, That the Bill be committed to a Select Committee.
- Question—put and resolved in the affirmative.
- The Honorable A. Wynne moved, by leave, That the Select Committee consist of the Honorables S. Austiu, J. Balfour, Sir H. Cuthbert, Dr. W. H. Embling, F. S. Grimwade, J. M. Pratt, Lieut.-Col. Sir F. T. Sargood, Sir A. Snowden, J. Sternberg, and the Mover; such Committee to have power to send for persons, papers, and records; three to be the quorum.
- Question—put and resolved in the affirmative.
- 

TUESDAY, 6TH SEPTEMBER, 1898.

10. IMMIGRATION RESTRICTION BILL.—The Honorable Sir H. Cuthbert moved, by leave, That the Honorable Dr. W. H. Embling be a Member of the Select Committee on the Immigration Restriction Bill.
- Question—put and resolved in the affirmative.

## REPORT.

THE SELECT COMMITTEE appointed by your Honorable House on the 24th August, 1898, and to which was referred "A Bill to place certain Restrictions on Immigration," have the honour to report as follows :—

Your Committee have met on several occasions, and have taken the evidence of the representatives of steam-ship companies, Chinese, and Indians; also municipal sanitary officials, and the officers dealing with the issue of hawkers' licences to Asiatics.

Your Committee are of opinion that the legislation proposed in this Bill is not required at present for Victoria, evidence having been given that under the provisions of the *Chinese Act* 1890 the number of Chinese residents has steadily diminished, and that in respect of Indian immigrants the objections which have been urged to these as hawkers can be met by an amendment of the *Hawkers and Pedlers Act* 1890.

Your Committee are by no means convinced that it is advisable to prevent the entrance to our Colony of all who cannot undergo the test of writing in some European language, but inasmuch as some Australian Colonies have already passed Immigration Restriction Acts, and others are now dealing with Bills of the same tenor, as the result of a conference of the Premiers of the Australian Colonies, and as it has been pointed out that unless Victoria agrees to similar legislation their action would be altogether ineffective, your Committee, with the desire to act in a federal spirit, have agreed to recommend that the provisions of the New South Wales Act, with some additions, be adopted instead of those embodied in the Bill referred to them.

Your Committee are further of opinion that it is desirable that a Bill be brought in to amend the *Hawkers and Pedlers Act* 1890 with a view of ensuring greater care in connexion with the issue of hawkers' licences.

Your Committee therefore recommend that the following amendments be made in the Bill :—

Omit clauses 1 to 18 and insert the following new clauses :—

A. This Act may be cited as the *Immigration Restriction Act* 1898, and shall take effect on and after the expiration of three months from the day when the fact of Her Majesty's assent has been proclaimed in the *Government Gazette*. Short title and commencement.

B. This Act shall not apply to— Exemptions.

- (a) any person possessed of a certificate in the form set out in the First Schedule to this Act, and signed by the Commissioner of Trade and Customs (hereinafter called the Commissioner), or the Agent-General of Victoria, or any officer appointed by the Governor in Council for the purposes of this Act, whether in or out of Victoria;
- (b) any person of a class for whose immigration into Victoria provision is made by law or by a scheme approved by the Governor in Council;
- (c) any person specially exempted from the operation of this Act by a writing under the hand of the Commissioner;
- (d) members of Her Majesty's sea and land forces and officers on the active or retired lists or pensioners of the same, or persons who have been discharged from Her Majesty's sea and land forces with good character;

- (e) the officers and crew of any ship of war of any Government ;
- (f) the officers and crew of any other vessel landing during the stay of such vessel in any port of Victoria ;
- (g) any person duly accredited to Victoria by or under the authority of the Imperial or any other Government.

Prohibited  
immigrants.

C. The immigration into Victoria by land or sea of any person of the class defined in the following sub-section hereinafter called "prohibited immigrant" is prohibited, namely—

any person who when asked to do so by an officer appointed under this Act shall fail to write out in his own handwriting in some European language and sign an application to the Commissioner in the form set out in the Second Schedule to this Act, or in a form of a similar purport proclaimed from time to time by the Governor in Council in substitution of the form set out in such Schedule.

Certain employes  
not deemed  
"prohibited  
immigrants" on  
bond being given.

D. (1) Any person (hereinafter referred to as the employer) domiciled in Victoria may on entering into a bond as hereinafter mentioned engage and employ in any year not more than five persons who on entry into Victoria fail to comply with the requirements of the last preceding section; and the persons so engaged shall during such time as they remain in the service of such employer not be prohibited immigrants within the meaning of this Act.

(2) The said bond shall be in such form as the Commissioner directs, and shall be entered into by the employer and also by two sufficient sureties approved by the Commissioner, and shall provide for the payment to Her Majesty her heirs and successors of the sum of Two hundred pounds for each and every person so engaged and employed in the event of the undermentioned conditions not being duly observed (that is to say):—

- (a) That the employer shall not engage or employ in any one year more than five persons who would otherwise be prohibited immigrants;
- (b) That every person so engaged and employed shall at the expense of the employer be returned to the country from which he came within five years from his arrival in Victoria, and the Commissioner shall be notified by the employer when any such person is so returned;
- (c) That the names and descriptions of all persons so engaged and employed shall be notified to the Commissioner in the month of January in each and every year.

Unlawful entry of  
prohibited  
immigrant.

E. Any prohibited immigrant making his way into or being found within Victoria in disregard of the provisions of this Act shall be deemed to have contravened this Act, and shall be liable in addition to any other penalty to be removed from the colony and upon conviction may be sentenced to imprisonment not exceeding six months without hard labour: Provided that such imprisonment shall cease for the purpose of deportation of the offender, or if he shall find two approved sureties each in the sum of Fifty pounds sterling that he will leave the colony within one month.

Entry permitted on  
certain conditions.

F. Any person appearing to be a prohibited immigrant within the meaning of section three of this Act shall be allowed to enter Victoria upon the following conditions:—

- (a) He shall before landing deposit with an officer appointed under this Act the sum of One hundred pounds sterling.

(b) If such person shall within one week after entering Victoria obtain from the Commissioner, or a police magistrate, a certificate that he does not come within the prohibition of this Act, the deposit of One hundred pounds sterling shall be returned.

(c) If such person shall fail to obtain such certificate within one week, the deposit of One hundred pounds sterling may be forfeited, and he may be treated as a prohibited immigrant:

Provided that in the case of any person entering Victoria under this section no liability shall attach to the vessel or to the owners of the vessel in which he may have arrived at any port in the colony.

G. Any person who shall satisfy an officer appointed under this Act that he has been formerly domiciled in Victoria shall not be regarded as a prohibited immigrant. Persons formerly domiciled in Victoria.

H. The wife and any minor child of a person not being a prohibited immigrant shall be free from any prohibition imposed by this Act. Wives and children.

I. The master and owners of any vessel from which any prohibited immigrant may be landed before such immigrant is passed by an officer appointed for that purpose by the Government shall be jointly and severally liable to a penalty of One hundred pounds in respect of the landing as aforesaid from such vessel of any prohibited immigrant, and to a further penalty of Twenty pounds for each such immigrant so landed in excess of the number of five: Provided that the total amount of penalties incurred in any one voyage of the vessel shall not exceed Five thousand pounds, and the vessel may be made executable by a decree of the Supreme Court in satisfaction of any such penalty, and the vessel may be refused a clearance outwards until such penalty has been paid, and until provision has been made by the master to the satisfaction of an officer appointed under this Act for the conveyance out of the colony of each prohibited immigrant who may have been so landed. Liability of master and owners of ship for illegal landing of immigrants.

J. A prohibited immigrant shall not be entitled to a licence to carry on any trade or calling, nor shall he be entitled to acquire land in leasehold freehold or otherwise or to exercise any parliamentary or municipal franchise, and any licence or franchise right which may have been acquired in contravention of this Act shall be void. Disabilities of prohibited immigrants.

K. Any person who shall in any way wilfully assist any prohibited immigrant to contravene the provisions of this Act shall be deemed to have contravened this Act. Offence of assisting in contraventions.

L. Any member of the police force or other officer appointed therefor under this Act may subject to the provisions of section five prevent any prohibited immigrant from entering Victoria by land or sea. Powers of police to prevent entry.

M. The Governor in Council may from time to time appoint, and at pleasure remove, officers for the purpose of carrying out the provisions of this Act, and may define the duties of such officers, and such officers shall carry out the instructions from time to time given to them by the Commissioner. Officers for carrying out Act.

N. (1) The Governor in Council may make regulations for the better carrying out of the provisions of this Act. Regulations.

(2) Such regulations shall be published in the *Government Gazette* and a copy thereof shall be laid before both Houses of Parliament within fourteen days after such publication if the Parliament is then sitting, and if the Parliament is not then sitting within fourteen days of its next meeting; and if disapproval of such regulations be not expressed by resolution of either House of Parliament within fourteen days after the same have been laid before such House they shall have the force of law.

**Punishments.**

O. The penalty for any contravention of this Act, or of any regulation made thereunder where no higher penalty is expressly imposed, shall not exceed a fine of Fifty pounds sterling, or imprisonment with or without hard labour until payment of such fine or in addition to such fine, but not exceeding in any case three months.

**Jurisdiction of  
courts of summary  
jurisdiction.**

P. All contraventions of this Act or of regulations thereunder and suits for penalties or other moneys not exceeding One hundred pounds sterling shall be cognizable by any court of summary jurisdiction.

11th October, 1898.

## PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 30TH AUGUST, 1898.

*Members present :*

<p>The Hon. Sir H. Cuthbert Lieut.-Col. Sir F. T. Sargood J. Balfour F. S. Grimwade A. Wynne</p>		<p>The Hon. Sir A. Snowden S. Austin J. M. Pratt J. Sternberg.</p>
--	--	--

The Clerk read extract from the Minutes of the Proceedings of the 24th August, 1898, referring to the appointment of the Committee.

The Hon. Sir H. Cuthbert was called to the Chair.

Archibald Currie examined by the Committee.

The Hon. Sir A. Snowden and S. Austin here entered the room and took their seats.

Examination of witness continued.

George Withers examined by the Committee.

The Hon. James Callender Campbell, a Member of the House, examined by the Committee.

James Nash Marshall examined by the Committee.

The Hon. J. M. Pratt here entered the room and took his seat.

William Siddeley examined by the Committee.

William T. Appleton examined by the Committee.

Charles Hudson examined by the Committee.

George Martin examined by the Committee.

The Hon. J. Sternberg here entered the room and took his seat.

Cheok Hong Cheong examined by the Committee.

Abraham Davis examined by the Committee.

The Committee adjourned until to-morrow, at half-past Three o'clock.

WEDNESDAY, 31ST AUGUST, 1898.

*Members present :*

The Hon. Sir H. CUTHBERT, in the Chair;

<p>The Hon. Lieut.-Col. Sir F. T. Sargood Sir A. Snowden F. S. Grimwade J. Balfour</p>		<p>The Hon. A. Wynne J. Sternberg J. M. Pratt.</p>
--	--	--

Ludovico Porena examined by the Committee.

Teepoo Hall examined by the Committee.

Benjamin Ford examined by the Committee.

The Hon. A. Wynne here entered the room and took his seat.

Examination of witness continued.

The Hon. J. Sternberg here entered the room and took his seat.

Examination of witness continued.

Charles James Eassie examined by the Committee.

Robert Hall Young examined by the Committee.

The Hon. J. M. Pratt here entered the room and took his seat.

Examination of witness continued.

Timothy Keane examined by the Committee.

Tejumull Gaganmull examined by the Committee.

Odermull Tharamull examined by the Committee.

Essur Singh examined by the Committee.

Saif Ali examined by the Committee.

Lionel Frank Potter examined by the Committee.

The Committee adjourned.

WEDNESDAY, 21<sup>ST</sup> SEPTEMBER, 1898.

*Members present :*

The Hon. Sir H. CUTHBERT, in the Chair ;

The Hon. Dr. W. H. Embling		The Hon. F. S. Grimwade
Lieut.-Col. Sir F. T. Sargood		A. Wynne
J. M. Pratt		Sir A. Snowden.

Letters from George Martin, B. J. Corr, and A. Jewell were laid before the Committee and read.

The Hon. J. M. Pratt here entered the room and took his seat.

The Committee deliberated.

The Hon. F. S. Grimwade here entered the room and took his seat.

The Committee deliberated.

The Hon. A. Wynne here entered the room and took his seat.

The Committee deliberated.

The Hon. Sir A. Snowden here entered the room and took his seat.

*Resolved*—That this Committee recommend to the House that the provisions of the New South Wales Act be adopted in lieu of those contained in the Bill referred to the Committee.

The Committee deliberated.

*Resolved*—That in the opinion of this Committee it is desirable that a Bill be brought in to amend the *Hawkers and Pedlers Act 1890*, with a view of ensuring greater care in connexion with the issue of licences.

The Committee adjourned until Tuesday, 4<sup>TH</sup> October next, at Four o'clock.

TUESDAY, 4<sup>TH</sup> OCTOBER, 1898.

*Members present :*

The Hon. Sir H. CUTHBERT, in the Chair ;

The Hon. Lieut.-Col. Sir F. T. Sargood		The Hon. S. Austin
Dr. W. H. Embling		Sir A. Snowden
J. Sternberg		A. Wynne
F. S. Grimwade		J. Balfour.

The Chairman submitted the Draft Report.

The Hon. A. Wynne here entered the room and took his seat.

The Committee deliberated.

The Hon. J. Balfour here entered the room and took his seat.

The Committee deliberated.

The Committee adjourned until Thursday next, at half-past Three o'clock.

THURSDAY, 6<sup>TH</sup> OCTOBER, 1898.

*Members present :*

The Hon. Sir H. CUTHBERT, in the Chair ;

The Hon. Lieut.-Col. Sir F. T. Sargood		The Hon. Dr. W. H. Embling
J. Balfour		F. S. Grimwade
J. Sternberg		Sir A. Snowden.

The Draft Report was further considered and amended.

The Committee adjourned until Tuesday next, at Four o'clock.

TUESDAY, 11<sup>TH</sup> OCTOBER, 1898.

*Members present :*

The Hon. Sir H. CUTHBERT, in the Chair ;

The Hon. Lieut.-Col. Sir F. T. Sargood		The Hon. J. M. Pratt
F. S. Grimwade		Dr. W. H. Embling
Sir A. Snowden		J. Balfour.

The Draft Report was further considered and amended.

Ordered—That the Chairman report to the Council.

The Committee adjourned.

---

---

MINUTES OF EVIDENCE.

---

---

## LIST OF WITNESSES.

---

	Page
A. Currie ... ..	1
G. Withers ... ..	5
Hon. J. C. Campbell ... ..	6
J. N. Marshall ... ..	7
W. Siddeley ... ..	9
W. T. Appleton ... ..	9
C. Hudson ... ..	10
G. Martin ... ..	11
Cheok Hong Cheong ... ..	13
A. Davis ... ..	16
L. Porena ... ..	19
Teepoo Hall ... ..	19
B. Ford ... ..	22
C. J. Eassie ... ..	23
R. H. Young ... ..	24
T. Keane ... ..	25
T. Gaganmull ... ..	26
O. Tharamull ... ..	26
Essur Singh ... ..	27
Saif Ali ... ..	27
L. F. Potter ... ..	27

# MINUTES OF EVIDENCE.

TUESDAY, 30TH AUGUST, 1898.

*Members present:*

The Hon. Sir H. CUTHBERT, in the Chair;

The Hon. S. Austin

J. Balfour

F. S. Grimwade

J. M. Pratt

The Hon. Lieut.-Col. Sir F. T. Sargood

Sir A. Snowden

J. Sternberg

A. Wynne.

Archibald Currie examined.

1. *By the Hon. the Chairman.*—What are you?—A ship-owner, amongst other things.
2. Have you read this Bill that is now before the Legislative Council, intituled "An Act to place certain restrictions on Immigration"?—I have, and have carefully considered it.
3. Does it meet with your general approval?—It does not.
4. Would you state generally what objections you have to it?—First of all I consider that this Bill is unnecessary, because the influx of Asiatics it is intended to prevent is really too trifling to call for legislation. Including Chinese, the Asiatic immigration for ten years has only exceeded the emigration by 484 people, and even this apparent increase is fictitious, for every immigrant coming by sea is duly recorded (and few or none come overland), but nothing is added to the figures for emigration—for those who leave the colony overland—though it is notorious that the bulk of the Afghans and Hindoos do not remain in Victoria, but find occupation in New South Wales and Queensland with camel teams and on sugar plantations, &c., nor do the figures given make any allowance for deaths. If these factors were taken into account, it is probable that the entire apparent increase of 484 in ten years would disappear, and as regards Asiatics there would be nothing to legislate against. Whilst referring to figures I may point out an error of the Solicitor-General, who is reported to have stated that 3,000 Chinese arrived in Victoria during the past three years, and that the Chinese population had increased in that period by 1,200 at least. According to the returns the total immigration has only been 2,040, and the total increase 677, from which deaths must be deducted. It is also always to be borne in mind in connexion with Asiatic immigrants that, as only males come here, increase by births does not occur, and they are, therefore, a stagnant element in face of the multiplying European population. I have taken pains to trace what really becomes of the Asiatics (other than Chinese) who have landed in Melbourne, and from the best information I can get it appears that only about 700 have in any sense made Victoria their home during the past seven years, and of these only some twenty have settled here—the rest come and go, being chiefly hawkers, and most of them find their way to New South Wales, and the sugar plantations, where they work as labourers, or as fish and fruit hawkers, &c., filling a similar place to the Greeks and Syrians here. In fact, our Victorian climate favours the European rather than the Asiatic, and there is no special scope here for them in work which white men are less able to do. Those men are accustomed to tropical climates, and they do not compete against our labouring classes.
5. From what source have you taken the numbers that you have read out?—I have got them from inquiries at the Customs. [*See Appendix A.*]
6. What was the number of Chinese in the year 1895 that came into Victoria?—569.
7. How many Asiatics?—350, making a total of 919.
8. What are your numbers for 1896?—709 Chinese, other Asiatics 248; a total of 957. In 1897 there were 762 Chinese and 251 other Asiatics, making a total of 1,013.
9. Does not that bear out the statement that in round numbers 3,000 of those Asiatics came into the colony?—I think you said Chinese.
10. I said 3,000 Asiatics. Is that right or wrong?—You are reported to have said—"The Solicitor-General moved the second reading of the Immigration Restriction Bill, which he said represented an agreement arrived at by the Premiers of all the Australian colonies. It is known at present the Chinese population was increasing in Victoria—(No, no)—there was no doubt on that point. The statistical table showed that in 1895, 1896, and 1897, 3,000 Chinese had arrived in the colony." That is taken from the paper. I have not seen *Hansard*.
11. *Hansard* says—"The Solicitor-General.—Taking the returns furnished to me, all I can assure the honorable Member is that about 3,000 came in within the years 1895–6–7, and a little over one-half that number left the colony; and therefore the number of Chinese has increased within that period by 1,200." Was I very far out?—I prefaced my remarks by saying that I took my information from the newspapers. I said I read the newspapers, and I took my information from them.
12. You have an account also of the departures. For 1895 you make it 416?—Yes.
13. And for 1896, 644?—I have 512 here for Chinese, and other Asiatics 112; making a total of 644. I am dealing with the Chinese now.
14. What is it in 1897?—435.

15. How many other Asiatics?—43. A total of 478. What I have already read is dealing with ten years. I can vouch for the accuracy of my statements. As an experienced ship-owner, I consider that three years is no test in a business of this character; ten years is the smallest test that could be applied with anything like justice.

16. How many Chinese are in the colony now?—I cannot exactly say; I have no record of that. I have only a return showing the Asiatic emigration and immigration from and into Victoria from the year 1888 to 1897 inclusive. I cannot go into the detail of the number of those men in the colony at present.

17. You cannot say the total number in Victoria in 1891, the date of the last census?—No.

18. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are you able to say whether the Asiatics who return take with them a considerable amount of money?—I have no idea.

19. In any case they have to pay you your passage money?—Yes, both going and coming.

20. Are you aware whether they come down of their own motion, or are their passages paid by other people who practically employ them?—As far as our knowledge extends the agents in Calcutta and Singapore have never indicated that any person paid their passage money except themselves. It has been whispered abroad in Melbourne that those people are brought down here for hawking purposes by certain firms. The names of the firms have never been conveyed to me, neither have I any indication right or left of such being the fact. In other words, those people in India are shipped of their own free will—they pay their passage like an ordinary passenger and come to the colony.

21. Is that your experience also when they go back?—Yes.

22. *By the Hon. F. S. Grimwade.*—What does it cost to get here and back?—They come down as deck passengers, and the cost is about £6; going back it is about £7.

23. Does that include their food?—That includes their food and shelter, but not bedding.

24. *By the Hon. the Chairman.*—What is the next part of the subject?—We contend, as ship-owners, that those figures show that the influx is not serious enough to be taken notice of, and if these Asiatics are regarded as undesirable the stoppage of the issue of hawking licences would effectually check their coming. 2nd. The Bill is objectionable because, while it professes to do one thing, it is intended to do something wholly different. It leaves to the discretion or indiscretion of any Customs officer an almost unlimited power. It is deliberately intended to be one law for one man and another law for another—that is to my notion the deliberate intention of the Bill. It substitutes partiality for justice, and the whim of any official for the evenhanded procedure which is the boast of all English law. In *Hansard*, page 313, Mr. Best, adopting the words of the Premier of New South Wales, says—“The keystone of the Bill was that the Government, in administering it, would not administer it as an educational test to white and coloured persons alike, but would simply administer the test to persons who came within what was the real object of the Bill, who came within the definition of coloured races whose influx we wished to prevent.” That is a statement from *Hansard*, so there is no error about that. In opposition to the statements that this Bill would only be put into force against the Asiatic coloured races, the Premier, on the 3rd of August, is reported as follows:—“Had the Immigration Restriction Bill been passed those visitors, the Greek gipsies, would have been prevented from entering the colony.” Those are statements in *Hansard*, deliberately made by the Commissioner of Customs and the Premier of the colony. I do not know who those people termed Greek gipsies are, but I have not noticed in any newspaper that they have been guilty of any act of theft or misconduct, or any act that to any reasonable man should prevent such people coming to our shores.

25. What class do they come under?—That is a puzzle to us—we do not know what class they are under; that is where we are jammed—we do not know where we are.

26. You would not put them under the head of Chinese or other Asiatics?—I might put them under the head of Scotchmen; I suppose they are as good as I am. When I came here in the 'fifties there was no distinction of this character. If it had been attempted by Parliament they would have been driven out of existence. As long as they behave and get an honest living they are as good as I am.

27. *By the Hon. F. S. Grimwade.*—They do not work?—I do not know, but I never heard of them thieving; there are none of them in gaol.

28. They beg from door to door, do they not?—I do not know. As regards ship-owners, it places them at the mercy of those who administer the Act. It imposes tyrannical and impracticable conditions which neither captains nor owners can safely conform to, and it imposes unreasonable and extreme penalties, far beyond what would be adequate for such offences as bringing one of those Chinamen or Asiatics or one of those gipsies to this colony. Under the Bill the smallest amount is to be £100, going up to £5,000; whoever heard of it in a civilized community? Such a thing is ridiculous.

29. *By the Hon. the Chairman.*—How is that fine calculated under the Bill?—You have to pay the £100.

30. That is for the first five, and £20 for each immigrant after that?—That is a pretty stiff fine.

31. Is not a similar clause to that passed in New South Wales?—I believe there is.

32. Did the ship-owners object to it?—There are none there in the foreign trade; I am the only ship-owner in this colony solely engaged in the foreign trade; the only man with “Melbourne” on the stern of the ships that go to those ports in India and China, and show that there is such a place as Melbourne in existence.

33. Are you aware whether the ship-owners in New South Wales objected to the Bill that was recently passed?—I have no idea; very likely they did, because it was modified in the Upper House to a very considerable extent.

34. If this Bill were modified in the same direction would that satisfy you, and remove many of your objections?—It would remove some of my objections; but in looking into the detailed working of the thing, and taking a lawyer's opinion, we would require, to get people out of a scrape if they got into a difficulty, to appear before a judge in the Supreme Court. There are a great number of things in this Bill that I do not see my way clear to contest an action at law about—it would be an impossibility—everything conflicts; it is a trap Bill in my opinion; it is laid out beautifully, and the object is to catch you.

35. The fine in New South Wales is just the same as under this Bill?—I admit that, but they have no local ship-owner trading to foreign parts there to fine. I am the only local ship-owner they could catch, because my ships are registered in this place—there is no other.

36. In looking at that list of immigrants during the last ten years, will you see if your figures are the same as mine. The number of Chinese that entered Victoria in 1888, was 372; in 1889, 124; in

1890, 232 ; in 1891, 293 ; in 1892, 584 ; in 1893, 1,094 ; in 1894, 416 ; in 1895 was not there an increase on 1894?—1895 was 569, plus 350 Asiatics ; in 1896, there were 709 Chinese and 248 Asiatics ; in 1897, 762 Chinese and 251 Asiatics.

37. They have gone on increasing during 1895-6 and 7 as against 1894?—Yes. If my statement is reliable it shows that there are about 700 Asiatics for the last seven years, that those people go and come; they are employed chiefly as hawkers and work of that character, and there are only about twenty of them settled in the country altogether.

38. Taking the departures from those that come into the colony, would it not show within the last three years an increase of over 1,200?—I cannot exactly deal with it except by referring back to my own statement. It may be so, taking Asiatics and Chinese together, but you must not overlook the fact that those are records by water; the people that leave this colony overland are not taken notice of.

39. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Or that come in overland?—No, and I believe also that when we take a number of those people, as we occasionally do, as grooms on board a ship going away, they are not taken notice of. Next month five or six ships will leave for India with, say, 2,500 horses, perhaps 150 of those men will be wanted for grooms at once.

40. Do they not come back again?—Not unless the shippers pay their passage.

41. *By the Hon. F. S. Grimwade.*—Do they not come back next season?—Not for that purpose. I do not think any of those men come for the express purpose of being grooms. I think the bulk of them come to Victoria for the express purpose of hawking. There is no doubt that Queensland and the northern parts of New South Wales are where those people ultimately find their homes *pro tem*. Their caste and religion are different—their food is different from ours, and they have nothing in common with us. Their religion is everything to them. Occasionally one or two of them drift away into Christianity, and lose their caste altogether; then they eat the same as we do, and adopt our habits and garments, but as long as they retain their caste they will never be residents of this country.

42. They have to have some knowledge of horses to be grooms?—Very little. They have to do what they are told; they are very obedient and careful, and kind to an animal—any one of them can be a groom because the owners of those horses travel in the ships themselves, and are experts, and they have always two or three head men.

43. *By the Hon. J. Balfour.*—They find employment in the northern parts of New South Wales and Queensland in the sugar plantations?—Yes. It has been stated publicly, and as a business man I say it is a fact, that this year in Australia and Fiji there are some 30,000 or 35,000 tons of sugar grown in excess of the requirements of these colonies through yellow labour, and that leads to the wealth of this country—white labour could never do it. For years past in our ships we have been drawing from 15,000 to 30,000 tons of sugar every year from Java—this year we will not draw one ton. Those are facts that cannot be gainsaid.

44. *By the Hon. F. S. Grimwade.*—You say that next month there will be 150 of those men going away?—They may be wanted.

45. Is it your theory that they go, not because they are experts, but to get their passage back to their own country?—That is their chief object; they get a remuneration for their services, and they get their passage back to their homes.

46. They do not come back?—I have no idea. They are as difficult to identify as Chinamen. One looks as much like another as possible to the European eye. Every one of us knows that one Indian looks as much like another as possible, and the same applies to the Chinese race. I have seen two Chinamen stand alongside one another, and I could not discern the difference between them.

47. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What about the penalty in connection with the crews?—We carry Lascars, and so does the P. and O. Coy. A ship comes alongside the pier, and what are we to do with our men? They have been at sea perhaps 20 or 30 days; perhaps the P. and O. people have been on board ever since they left London, not allowed to land at any of those ports of call. What is to be done with them when they come alongside the pier; how can we keep them aboard? The only suggestion I can make is that the Government should erect a bond warehouse, and put those men in bond and brand them. Then you will know if they run away anywhere, and then there will be some fair play to the ship-owner, because he will know where to catch them as well as the police—that is the only way out of the difficulty.

48. *By the Hon. the Chairman.*—How would you prevent any undesirable immigrant from taking advantage of the clause as it is in the New South Wales Act, that the officers and crew of a vessel entering the port are just as free as if they belonged to Her Majesty's service. Suppose among the crew there were some who were anxious to come into Victoria, and the captain of the ship was aware of this and allowed those men to land, and they remained behind; would that be fair?—We do not have passengers and crew mixed up; the Merchant Shipping Act will not allow us.

49. To evade this Act, would it not be possible to have passengers shipped as part of the crew, who would land here and get into the interior of the country—what protection would there be against that kind of thing?—The people are shipped in India on the articles as portion of the crew, and when they take their passage out they are shipped as passengers. Then they are placed in a separate document called the passenger list, which defines the crew and the passengers. In Calcutta and those places they are more particular with people than we are here—the men there have all to be placed on the articles in the presence of the shipping master, who reads the articles over to them the same as is done here when they are engaged. The inspector goes on board (a native is not entrusted with the duty, but a white man), and sees that the fore-castle is cleaned out and whitewashed, and a bunk for every sailor. He then inspects the provisions put on board, regulated by law, according to the length of the voyage that the ship has to go. That defines the crew. If a man engages as a passenger or a groom for horses, he is defined on the passenger list as such. That is the process. If you put the question to me—“If portion of the crew were to desert, or the captain shipped additional people in Calcutta, and they deserted, what would be the consequence?” I say they would then be sailors, if they deserted when they were on the articles.

50. Might not this Act be evaded in that way?—I do not see how it could; we do not carry more people than we want to work the ship. It would never suit people who owned valuable property—costing in the case of some of those mail boats hundreds of thousands of pounds, and in the case of a ship running

between here and Calcutta between £70,000 and £80,000—to behave in that way; we do not give the captains liberty to do as they like; everything is well defined, it is a business properly conducted on business-like lines.

51. What is your objection to sub-clause (d) of clause 2?—It is absurd.

52. What is intended to be done under that clause?—“ . . . . the officers and crew of any other vessel landing during the stay of such vessel in any port or place in Victoria. Provided that if any officer of Customs notify the master of the vessel that in his opinion such vessel has on board a person or persons forming portion of the crew thereof who would but for the exemption contained in this paragraph be a prohibited immigrant or immigrants, the master shall upon being so required by any officer of Customs and before being permitted to clear out from or leave such port or place cause the whole of the officers and crew of such vessel to be mustered in the presence of an officer of Customs. The names and numbers of the officers and crew present at such muster shall be carefully checked with the names and numbers appearing on the vessel's articles at the time of such arrival. If on mustering the crew it be found that any person who according to such articles formed portion of the crew be not present then such person shall not be exempted by this paragraph and until the contrary be proved shall be deemed to have landed in Victoria contrary to the provisions of this Act and may be dealt with accordingly, and the master owner or charterer of the vessel to the crew of which such person belonged shall be liable to a penalty of not exceeding £100 for each such member of the crew so absent”—it is the most outrageous clause that ever human brain framed. For what we call the ordinary working of a ship it would not do at all.

53. Why not?—Our ships come alongside the wharf; the crew are human beings, not dogs, and they go on shore the same as any human being would, they take a stroll, and may get acquainted with a man on shore. We will take a Scotchman, because under this Bill it applies to a Scotchman as well, he falls in with a brother Scot and he gets “full,” am I to be penalized £100 because they have got together? There is the objection at once. If you say this Bill is for Asiatics only we will understand it, but I think this applies to all passengers. If we leave out the words “Asiatic and Chinese” you can get information much clearer. Suppose a Scotchman gets “tight,” he is declared one of those prohibited immigrants if he cannot read or write. What is to be done with him?

54. Must not you leave a good deal to the administration of the Act; it must be administered in a fair and proper spirit, and the object of the Act is to keep out undesirable immigrants. English, Irish, and Scotchmen would not be undesirable immigrants even if they could not read and write?—Why do not you say so in the Bill?

55. There may be good State reasons for not saying so?—I have only to deal with the thing as it exists. I do not want to have any law on the statute-book which, if it is detrimental to my interests, I cannot take before the Supreme Court and ask the judge to clearly define what the law is. If you took a case under that Bill before a judge, what would he do—would he make any exception in the case of a Chinaman, or Hindoo, or a Scotchman? He would say—“I am here to administer the law as it exists.”

56. This law is to be administered by the Minister of Customs?—The Minister of Customs is here to-day and gone to-morrow. Mr. Best may be the best administrator who ever held office, but in the course of time he will either die or leave, and this Bill is to continue in perpetuity to bind me and my successors.

57. Have you looked into the Bill that has been passed in Western Australia?—I have.

58. Do you approve of that?—No; it is something on the same crude lines. But there are no ship-owners in Western Australia; they can pass any Bill they like there. They are diggers and people following the ordinary avocations on shore, not a seafaring population.

59. You also object to sub-clause (b) in clause 3—“any person being a pauper or likely to become a public charge.” Why do you object to that?—How are we to find out that he is a pauper?

60. From the appearance of the man that he is not able to do a day's work?—There is many a pauper in this country who is well able to do a day's work.

61. *By the Hon. J. Balfour.*—Are there not a good many who are not paupers who cannot do a day's work?—No doubt; a pauper is something you cannot well define—the Merchant Shipping Act guides us.

62. *By the Hon. A. Wynne.*—As a ship-owner can you tell whether an Englishman, Irishman, or Scotchman, coming out in your ship, is likely to be a public charge?—No, I cannot.

63. You might be fined £100 for bringing one without any guilty knowledge?—Yes.

64. Can you tell, as a ship-owner, whether any person on board your ship is suffering from a contagious, dangerous, or loathsome disease?—No, I cannot see how we can do it.

65. Can you say whether any passenger on board your ship has been convicted of felony or other crime?—It is an impossibility—people are shipped by agents. For instance, take the P. and O. line, or the Orient, they have agents all over the Continent who engage passages by letter. The passenger is seen for the first time when he comes on board the ship; it is an impossibility to deal with that. With 300 or 400 passengers, how can any one deal with them? The passengers walk on board, steam is got up, and the ship starts away.

66. Under those sub-sections you might be liable to penalties, without wilfully breaking the law, to the extent of £5,000?—Yes, without any intention of breaking the law.

67. While desiring to obey the law you might still break it, and be liable to that penalty?—Yes. What is worse than that is that we are at the caprice of any man appointed as an immigration officer.

68. If it is the law it is the duty of the Minister to fine you if you bring those people in?—Yes, but we are told that this will be only administered against a certain section. The Bill says it is to be administered against everybody, but the Minister of Customs and the Premier say it is only to be administered against certain people.

69. If this Act is properly administered, without any desire to commit an offence you would be liable to those penalties?—No doubt.

70. *By the Hon. the Chairman.*—What is the next clause that you object to particularly; you are not likely to bring out idiotic or insane persons knowingly?—Not willingly; but people do very foolish things sometimes. If I knew they were insane I certainly would not take them on board; but they might go insane afterwards.

71. Under the present Marine Act is there not a provision almost to the same effect?—I think there is.

72. How does that work—does it work a hardship on the ship-owner?—If any insane person were brought here the immigration officer would not allow him to be landed; he would require a bond or that the man should be taken away.

73. In practice have you found that to work a hardship yourself?—I do not think any ship-owner has ever complained of anything under the Merchant Shipping Act.

74. I suppose there are very few cases of the kind?—Not many to my knowledge. The Shipping Act limits the bond to £500, but there is no limit under this Bill. I think (a), (b), (c), (d), and (e) are all dealt with in the Merchant Shipping Act with the exception of the pauper clause (b).

75. You consider clause 8 is too penal?—Yes.

76. What would you reduce the fine to?—I do not know that many ship-owners could pay £5,000.

77. With a vessel worth £60,000 or £70,000?—The State would not want to rob a man of his ship. Suppose one or two men came here who could not write, that is not very serious.

78. Under clause 8 the ship-owners are liable to a penalty of £100 in respect of the landing of any prohibited immigrant—is that too high?—I should say £5 was high enough.

79. The limit of £5,000 you would make £50?—That would be quite enough. I do not think the offence is of such a grave character as to involve such an enormous amount as £5,000.

80. Are there any other improvements you would suggest in the Bill?—In considering it from what may be called a working or practical stand-point there are a great many things that I do not think would go at all; with steam traffic we are in one day and out the next. It is unlike what it was in the old sailing days when a ship was in port a month or two, and you had time to look over those things and settle them. Now a ship comes along, bundles out her passengers, and in a few hours she is away again; with all these difficulties we would be always in trouble. I am afraid the working of those various sections and sub-sections would be very difficult, looking at them from a common-sense stand-point.

*The witness withdrew.*

George Withers examined.

81. *By the Hon. the Chairman.*—What are you?—The superintendent of the P. and O. Company in Australasia.

82. You have seen this letter from the Victorian Steam-ship Owners' Association, dated 27th July, 1898, stating the objections entertained by the owners to this Bill?—Yes. [*See Appendix B.*]

83. Do you approve of the suggestions made in that letter?—Yes, thoroughly. I was partly instrumental in working up those objections.

84. You agree thoroughly with the objections?—Yes.

85. With regard to clause 2, sub-section (d), that was amended in the Assembly, and passed in the form you see it now before you. What is your objection to that clause, as amended?—The company's steamers carry Lascar crews, and they are very peaceable people and British subjects. They do not often ask for leave to go on shore, and during the last two years—June, 1896, to July, 1898—we have only had fifteen deserters out of the number of vessels we have had trading to this port. We have given notice to the water police in each instance of those deserters, but they have never been found, and I presume they have never become chargeable to any of the charitable institutions of the colony; therefore, to fine us when we take every precaution possible, or to fine the captain for those deserters, would be oppressive in the extreme. For those fifteen deserters the company might have to pay a fine of £1,500, when they had done everything they could to prevent the people deserting. It is to be presumed that they have not become chargeable to any charitable institution in the colony, as they have never been reported to us as being destitute.

86. If they had been a charge on any of the charitable institutions, what would you have done?—If they had given us notice we would have taken them back to Bombay, where they were shipped, at once.

87. Should not there be some protection to prevent any attempt at evasion of the Act; in other words, to prevent any collusion between the ship-owners and the captain of a vessel taking passengers and calling those passengers a portion of his crew?—It could not possibly be done. They are most particular in the shipment of natives in a crew in India. You have to account for every one at the time the articles expire. They generally sign for six months. They are all numbered in the Government shipping office at Bombay, and you have to account for every man who is not returned. They are most particular. We could not possibly ship passengers as crew.

88. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Whether you ship them as passengers or not the effect of their deserting at this end would be to throw them upon the country here?—Yes, but there only have been fifteen in two years from our company, and they are not chargeable to the State in any way or we should have had notice. Every case of desertion is reported to the water police or the special authorities whose business it is.

89. *By the Hon. J. Balfour.*—It is against the interests of your company that there should be deserters?—Certainly it is. Every precaution is taken, and if there had not been such a ready means of obtaining a hawker's licence as there has been in the past in the colony we should not have had those fifteen deserters. A man has only to apply for a hawker's licence. Some of his countrymen get him to desert; they send him to Ballarat or some other up-country town for a week or a fortnight until the police have thought they cannot find him; he comes back to Melbourne, applies for a hawker's licence, and is granted one immediately, with no questions asked.

90. Do you think a better remedy would be to prevent hawkers' licences being issued?—I would prevent hawkers' licences to Indians altogether. This Act is entirely unnecessary.

91. It would be a burden upon the ship-owner to fine him £100 because a man deserted that he did not want to desert?—I think it is most unfair.

92. *By the Hon. F. S. Grimwade.*—Are those Lascars the class of men who become hawkers?—More firemen desert than Lascars. Lascars are really sailors, and have been for generations.

93. Do they become hawkers?—Yes, they will do anything ; but it is more generally the Punjaubi firemen who desert.

94. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are you troubled with stowaways at all?—No ; hardly at all.

95. *By the Hon. A. Wynne.*—Do the English stewards ever clear out?—Occasionally.

96. You might be fined for them?—I think they would be able to read and write.

97. They might be suffering from contagious diseases?—That I cannot say. I believe it has been reported that there has been one instance of a contagious disease that quarantined some passengers.

98. *By the Hon. F. S. Grimwade.*—Although you carry medical men, would you not find great difficulty on your ships in conforming with those clauses (b), (c), and (e)?—It would be impossible to do so. I do not see how it is possible for the captain or any one on a ship to conform with those clauses, and we might be fined £5,000 for not carrying them out.

99. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What is your reason for saying that the men who desert turn hawkers?—It is the only occupation open to them.

100. Do you know as a fact that they do turn hawkers?—In nearly every instance.

101. You said you could not trace them?—We cannot trace them to identify them, because there is no one from the ship to identify them ; but the reports are that they turn hawkers.

102. *By the Hon. J. Balfour.*—Some one tempts them away?—Yes. They are lured from the ship by their friends. They are principally Punjaubi firemen and people from the north-west provinces.

103. *By the Hon. Sir A. Snowden.*—Are you fined for any one not accounted for at the shipping office, Bombay?—I cannot say. I know the regulations are very stringent, more so within the last two or three years. Each case of desertion I have to report, and give the man's number, which is taken in the ship's log book, and the captain signs a certificate to send to the shipping master at Bombay.

104. Would not sub-section (d) be a double incentive to a man to desert, first his desire to desert, and secondly to spite the captain or master of a ship?—I do not think so. They are generally very happy on board ship. The crew generally look up to their captain very much. They are a very steady, law-abiding race.

105. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You are dealing entirely with the Asiatics; what about European passengers or crew?—We have a large number of European stewards, but very few desertions occur. Our quartermasters are principally time-expired naval men. They all belong to the Naval Reserve and they do not desert.

106. I am referring to the passengers brought in under clause 3?—Not carrying steerage passengers, we would not have any very undesirable immigrants unless they are suffering from private disease. I think most of our second and first saloon passengers would be able to read and write, and would not be likely to become paupers or become a public charge.

107. *By the Hon. A. Wynne.*—Under sub-section (d) of section 2, if any of your white crew deserted, you would be liable to a penalty of £100?—Yes. We consider that clause should be erased entirely.

108. If the Minister administering the Act obeys the law, are you not liable to a fine under that clause—if when you muster the crew there are five stewards missing, are you not liable to a fine of £500? Certainly, under this clause. That is why we ask that this clause should be erased. I think it is a most undesirable Bill altogether, and is not needed. It simply hampers ship-owners terribly, and it is very hard on the charterer.

*The witness withdrew.*

The Hon. James C. Campbell, a Member of the House, examined.

109. *By the Hon. the Chairman.*—You have considered this Bill?—I have gone through it pretty carefully.

110. Do you approve of it?—There is very little in it that I do approve of.

111. You think it would be desirable to keep out a certain class of immigrants, such as Hindoos, Chinese, and so on?—I do not know. I think the Chinese are a very industrious class of people. I have had them as servants, and better servants I never had in the world. With regard to Hindoos, I have never had anything to do with them.

112. I suppose you consider it undesirable that the Chinese should come in in large numbers?—That is a different question altogether. I do not suppose we would care for our colony to be inundated by them.

113. Or by Hindoos or any other Asiatics?—I do not think it would be desirable.

114. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Or by any large number of Europeans?—Undesirable Europeans ; I would be very sorry to see them here.

115. *By the Hon. the Chairman.*—You would not object to an influx of population of the right sort?—Not at all. I do not care how poor they are as long as they are able to work.

116. You have had some experience in shipping horses to India?—Yes.

117. What class of labour was used in that work?—Originally we used to have white labour. Unfortunately, the mortality was very great among our grooms ; they were not able to stand the suffocating atmosphere of the holds where the horses were carried.

118. Was the mortality caused by any excess on the part of those men?—They could have no excess on board the vessels.

119. On arriving at their destination?—The mortality generally took place on board the vessels, and sometimes immediately after the vessel had arrived.

120. I suppose plenty of white men would be prepared to discharge that work now?—It is very difficult to get men sufficiently up to the labour that is required. Unfortunately, the class of grooms we have here are not a very desirable class. They have indulgences here that when they go on board ship they cannot get, and that militates against their working powers.

121. Since those Hindoos came in and took the place which was formerly occupied by white men, how have they performed their duty?—Remarkably well.

122. Is there much mortality among them?—They are more able to stand the heat of the hold of the vessel than the white men are. The men that we used to have to employ were men who, unfortunately,

did not lead a very regular life here, and when they got on board ship they could not get the intoxicating liquor that they used to get on shore. That was one of the reasons why the mortality was so great, as well as the suffocating atmosphere that they had to live in when attending to the horses.

123. *By the Hon. F. S. Grimwade.*—How many grooms do you take?—One groom can take about ten or twelve horses, or perhaps twenty horses—that is a white groom; with the Asiatics you would want double the number.

124. In a shipment of 300 horses how many grooms would you have?—I dare say 30 or 40 grooms.

125. Do those men come back again here?—Not generally. Some of the lines of vessels have got those coloured races on board as crews, and those crews look after the horses on the way up. It is a great aid to the shippers of horses to be able to get the use of the crews to look after the horses. They are a great deal more under discipline than the white grooms were.

126. Can they look after the horses as well as the ship?—There is very little looking after the ship to do. With the steamers there is not so much required of sailors on board as there was formerly in the sailing ships.

127. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Who buys the bulk of the horses when they arrive?—The Government. I suppose there are about 5,000 horses go from here per annum, and the Government take between 2,000 and 3,000.

128. Who buy the remainder?—Private gentlemen. When they cannot sell any more privately they generally sell them to the stable-keepers.

129. Is that private Europeans or private natives?—A great number of officers buy the good horses, and the natives also.

130. *By the Hon. the Chairman.*—Is there any other information you can give the Committee?—There is this clause whereby the captain of a vessel, or even the charterer, is subject to a fine not exceeding £100 if he cannot muster all the crew he brings into port. I was agent for three lines of ships at one time, and we used to have to put private detectives on board to try and keep our sailors, and it was an impossibility; they got away in spite of us. With all the care that we took we used to lose our sailors.

131. Is that many years ago?—Up to 1861, I think it was; but I have heard of one or two cases, I cannot state what vessels they were, where desertion has taken place, where a boat has been dropped at the stern of the vessel and a coloured man has been taken on board the boat and taken away. I think it would be very hard on a ship-owner or captain that he should be fined in a case of that sort. It is an iniquitous clause, one of the worst clauses in the Bill. With regard to a pauper, how is it possible for the captain of a vessel or the owner of a ship to know whether a man is a pauper or not? Also with regard to having a contagious disease; it is an impossibility to know. They do not go under a medical examination when they go on board in England, and even if there were anything of the sort, it might only break out on board the ship. I think No. 3 clause is a very harsh clause.

132. *By the Hon. S. Austin.*—Have you conceived any way whereby we could ascertain whether a man is a pauper?—It is an impossibility. I have seen men walking in the streets of Melbourne in rags that were worth hundreds of pounds. How is it possible for a ship-owner or the captain of a vessel to know that a man has not got 200 or 300 sovereigns in his box? With regard to sub-section (e), how is it possible for a ship-owner or captain to know whether a man has been convicted or not? A man may send a friend to take out his passage, or even if he goes himself, how is it possible for an agent in Liverpool to know whether he has been a convicted person or not? I think it would be a good thing to throw the Bill in the fire.

133. You said those ships provided extra men who acted as grooms to take the horses back. Do they ship extra or double crews. If a ship was properly manned it would not be properly manned to look after the horses too?—I cannot say. I know they require almost double the number of the coloured race to look after the horses that they would white men; but it is an impossibility almost for white men to live in the hold of a vessel with a lot of horses on board.

*The Honorable Member withdrew.*

James N. Marshall examined.

134. *By the Hon. the Chairman.*—What are you?—Branch manager of the Orient line here.

135. Do you approve of this Bill?—I do not. I agree in the main with Captain Currie's remark as to its undesirability. It is not necessary in my opinion.

136. What are the clauses that you principally object to?—I would chiefly like to speak of section 3, sub-clauses (b), (c), (d), and (e). The line of steamers which I represent carries a great many 3rd-class passengers. Those passengers are more likely than 1st or 2nd-class passengers to fall under one or other of those headings. Those steerage passengers that we carry are shipped under the provisions of the Passengers Act in England; that is, we fall in with the regulations as regards berthing, dietary, and various other regulations which are made for the comfort and safety of those people, and they are all inspected by the emigration officer before they leave the port, either London or Plymouth, at both of which we embark them. I think that should be sufficient security for their condition. It is impossible for us to tell what they are, seeing that we book our passengers from all parts of the United Kingdom through our agents in different parts, Manchester, Glasgow, and so on. We never see them until they come down to the port of embarkation, and, having been inspected by the emigration officer at that port, go on board. We know they have paid their passage money, otherwise they would not be there, but whether they are landing here with £5, £50, or £100 we cannot tell. Many of these people are English, Irish, Scotch, and Welsh, and might or might not pass the educational test if it were sought to be put in force against them. Then again, from the south of Europe we sometimes bring batches of ten or fifteen or twenty people; we ship them at Naples for working in the vineyards in this colony. I do not suppose they could pass the educational test, but they are certainly not undesirable immigrants, seeing they are being sent under agreement with some of the vigneronns here to work for the benefit of an industry and the good of the commonwealth. We take those people just as they come to us, having paid their passage money. They are all 3rd-class passengers.

137. *By the Hon. F. S. Grimwade.*—You brought out some German glassblowers once?—Yes. We brought out men to work at the Bendigo Potteries last year.

138. None of those could come under the educational test?—Probably not.

139. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Could they not write at all?—They might or might not, I cannot say. Some of them might possibly in the near future be paupers, but how can we tell? For those reasons I would like to see those sub-clauses deleted. As regards (e), whether a man has had a free pardon, or has been convicted of felony, we have no means of finding out. Neither our head-office in London nor any of the agencies could cross-examine people when they came to the counter to take a passage ticket, and it is only by examination and cross-examination that you could elicit such details as are here desired.

140. Are you troubled with stowaways at all?—To a very slight extent. The chances are they would be discovered before the steamer reached Plymouth, and landed there. I do not remember any stowaway coming right through from England. I had a stowaway last week from Adelaide to Albany who was sent back to this colony. The authorities refused to let him land at Adelaide, and he came on here.

141. *By the Hon. F. S. Grimwade.*—Have you read sub-clause (d)?—Yes, I have. I wish to see that terminate at the end of the second line with the word "Victoria," to bring it into line with the legislation in New South Wales. I feel very strongly on that. I also object strongly to the harshness of the monetary fines—they are out of all character.

142. *By the Hon. the Chairman.*—You think they ought to be very much reduced?—Yes. They are very excessive.

143. They are the same as in New South Wales?—Yes, but for all that I say they are exceedingly oppressive. I do not see why a man should be fined if he takes reasonable precautions to prevent desertion. He cannot prevent desertion entirely. A man may walk up the pier and fall among thieves, or get drunk, and so miss his vessel; and it seems a very hard thing if a man, after being weeks on board his steamer, is overtaken in a fault, his master should suffer in the way proposed here.

144. *By the Hon. F. S. Grimwade.*—Every deserter is a loss to your company?—We have to ship others. After a steamer goes from here I generally find two or three. I telegraph on to Sydney—"Do you want them on?" If so, they go on by steamer. They have got drunk and missed their boat. That is not an uncommon occurrence, especially in the case of firemen and stokers.

145. *By the Hon. J. Balfour.*—In the fourth clause there is a provision for punishing prohibited immigrants, so that those deserters, if caught, would be punished. Is not that sufficient, without punishing the captain?—I think so. I think it is a monstrous thing to punish a captain or an owner. It should be enough if clause 4 were allowed to stand. No captain can wish his men to desert, because his ship is only manned with sufficient hands, whether they are deck hands or engineers' gang, and if they desert we have to ship other men at a higher rate of wages than those men were originally shipped in London; so there is a monetary loss and inconvenience to the ship straight away, and if the ship's officers can prevent that they will do it; but how they are to do it, unless each man that goes on shore has two others to look after him, I do not know.

146. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you bring down many Asiatics?—No, they do not come with us in number. We have had stray ones, but no batches of them. Sometimes we get two or three Cingalese from Ceylon, but it is a rare occurrence. My experience and remarks are confined exclusively to the Europeans that we carry, and to our crews.

147. *By the Hon. A. Wynne.*—If a man who has been convicted in New South Wales of a crime comes to Melbourne under a false name, have you any opportunity of finding out that that man has been convicted?—Not the slightest.

148. Do you know that many men who have been convicted in Victoria have gone to Western Australia?—I cannot say of my own knowledge. In any case it would be very hard to visit the past conduct of those men upon the master of a ship.

149. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Did you not carry a passenger to Adelaide not long ago who became insane on the way?—Yes. I had some weeks' difficulty with that man. He engaged a passage here for the Canal. He was a Syrian. He was going to land at Port Said. By the time he got to Adelaide he was a dangerous lunatic. We had a ship at Adelaide bound to Melbourne, lying in Largs Bay, and he was transferred from one ship to the other. He arrived in Melbourne on the Wednesday succeeding the Saturday on which he left, so he was back here in four days, a raging lunatic, having wrecked the infirmary of the ship that brought him here. The captain of the ship was called upon by Mr. Wilson, the immigration officer, to sign a bond to which I was one of the sureties; we were responsible to the State for a period of five years in £100 for that man's maintenance, in the event of his becoming chargeable on the public institutions—the man was taken to Kew. I saw the authorities several times, and they set to work to try and trace the man. They said—"If we find that he came to this colony within five years in an Orient steamer, you will have to godfather him." But, fortunately for me, they could not trace that he came in an Orient steamer, so they gave me the benefit of the doubt, and the bond was cancelled. As regards mentally and physically affected people, as you are aware the Act already provides for their maintenance; that is, if we bring any one here who, in the opinion of the immigration officer, is infirm, blind, or lame or unable to earn his living, we have to enter into a bond for that man. I have four or five bonds of that sort running at the present time.

150. *By the Hon. F. S. Grimwade.*—Have you had to pay on any of them?—I have had to pay a little, not much, but the bonds are in force—sometimes the people go back. I managed to get rid of a woman the other day who had been here six or eight months. She went back of her own volition, and I was able to get her bond cancelled as soon as I gave evidence of her having left the colony; but from time to time I am called upon to do that, therefore I hold that the State is protected already sufficiently against certain physical and mental defects.

151. *By the Hon. A. Wynne.*—If this Bill becomes an Act and is properly administered, would you be liable to very heavy penalties under it?—If once the Act is on the statute-book we must take our chance of its being enforced against us. We should be liable by reason of the desertions of our crews, and we might have those undesirable immigrants from time to time, and we should certainly stand to be heavily penalized.

152. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have you had many desertions?—I do not know that we have so many desertions here. Melbourne is more or less a port of call only; it is not the final

destination of the steamer. A steamer is here frequently less than 24 hours coming out, and not much more going home; it would be on the outward voyage from England that they would desert, and I think it would probably be at the final port they would do that. The potentialities of the fines are a serious outlook for us. If this proposed legislation becomes law it will be very oppressive indeed to the ship-owner, because, I suppose, there is no industry more legislated for now than the mercantile marine.

*The witness withdrew.*

William Siddeley examined.

153. *By the Hon. the Chairman.*—You are connected with the British India Steam Navigation Company?—Yes, I am their agent here.

154. You have heard the evidence of the other witnesses to-day?—Yes.

155. Do you indorse their evidence generally?—Yes.

156. Is there any new matter that you would like to bring under the notice of the Committee?—If the Bill is passed and comes into operation I consider that from six to twelve months' notice ought to be given first, inasmuch as the different companies may have contracts made to bring people here, and this Act would prohibit their landing them.

157. Have they any contracts to your knowledge extending over three months?—Yes; we have a certain contract made now to bring as many Chinamen in each of the British India Steam Navigation Company's steamers as we are allowed under the Tonnage Act. Those passengers may be booked, and we should have plenty of time to bring them here before the Bill comes into operation.

158. In clause (d) of section 2 you agree with the last witness that all the proviso should be struck out?—Yes, I consider that should be struck out altogether. I am not aware that during the years I have been agent for the British India Steam Navigation Company any of their men have deserted. We are not anxious for them to desert, but if they do so it is a thing we cannot help. I do not think we have discharged any men from our steamers—they have not applied to be discharged.

159. *By the Hon. J. Balfour.*—Have you coloured crews?—Yes. The steamers run all round the Indian coast, and the men go back to their own homes. In clause 3 I consider sub-clause (a) is a most unjust clause to be inserted in any Bill. It is an underhand way of dealing with a number of British subjects. The class of men who come down here are not what many people appear to imagine, or, at any rate, the whole of them are not; many of them are fine upstanding men who have been in the police or other employments in India; they pay their own passages, and they are not the undesirable immigrants that many people imagine. We understand this Bill is intended to deal with them only. It has been pretty well intimated that it is not intended to be applied to Europeans, so I think that clause ought to be struck out altogether. You are interfering with British subjects and with the legitimate earnings of steamers coming to port.

160. *By the Hon. the Chairman.*—What restriction would you place on undesirable immigration?—It is very difficult to say what an undesirable immigrant is. If any man comes here fit to work he is a desirable immigrant.

161. You would allow the coloured races to come in in any number?—If it is desirable to limit the numbers that come, do it the same as the Chinese Act, and allow a vessel to bring a certain number according to her tonnage—we can do with some of them, the same as we can do with some of the Chinese.

162. When they land here what work would you turn them to?—You do not see them hanging about the streets; evidently they find something to do—some of them are hawking. If you like, put a restriction upon the number, but I do not think it is fair to treat British subjects in the manner proposed under this Bill.

163. Do you object also to sub-sections (b), (c), (d), and (e)?—Yes, I consider (e) is provided for under the Marine Board Act; if you bring an idiot or an insane man the ship has to give a bond for him. As to the other clauses, I quite agree with what the other witnesses have said.

164. *By the Hon. F. S. Grimwade.*—You do not think they could be carried out?—No, it is impossible. How could a ship-master or ship-owner find out whether a man was a pauper—the man comes and pays his passage money.

165. *By the Hon. J. M. Pratt.*—The fact of his paying his passage proves that he is not a pauper?—Yes.

166. *By the Hon. the Chairman.*—You regard the penalties under clause 8 as too high?—Yes.

167. The same penalty prevails in New South Wales?—Two wrongs do not make a right.

168. Do you not wonder that the ship-owners did not object to it?—I think sometimes that things are slipped through that people do not know much about, both there and here, but we are a little more wide awake here, and look after our business. There was a clause struck out in the original Bill which gave a certain latitude, and I think if the Bill passes it might be re-inserted; that is, giving discretionary power where it was proved that the master had no guilty knowledge. As regards the clause relating to seamen the clause in the New South Wales Act is sufficient to deal with that; it is impossible to prevent men deserting. If that clause were put into operation it would be only fair that any ship that came into port and could not account for its men should be treated in the same way, and made to prove that they could read and write. If a Lascar on a British India boat deserts and the master is fined, the master of an English ship coming in should be fined if an English sailor deserts.

169. *By the Hon. A. Wynne.*—You bring passengers from the other colonies?—Yes.

170. You would be liable under this Bill for those men?—Yes; at Cup time a number of spielers come down, and if one of those spielers were caught we should be liable for him under this Act.

*The witness withdrew.*

William T. Appleton examined.

171. *By the Hon. the Chairman.*—What are you?—I am connected with the firm of Huddart, Parker, and Company. I am also desirous of speaking on behalf of the Victorian Steam-ship Owners' Association, as their vice-president.

172. Do you agree with the evidence already given?—We do. It is rather difficult to find new matter, but I may say that we consider the Bill altogether unnecessary, in that the statistics show no large increase in the alien population. The objects to be obtained under clause 3, sections (b), (c), and (d), can be reached under section 225 of the Marine Board Act, the quarantine regulations, and by a more strict enforcement of the Hawkers Act. All those sections under clause 3 refer to matters that we cannot, as owners or agents or masters, possibly ascertain, and it seems to us particularly unfair that things that we have no control over, whatever vigilance we exercise, should involve us in the excessive penalty named in the Bill. Then as intercolonial ship-owners, there is no provision made for returning a man from whence he came, or if there is, and we bring a man back, say to New South Wales, they have a law which prevents us from landing him there—what are we to do with him? He is not admitted here, he is not admitted there, and what are we to do with him? At the present moment if we bring an idiot or a lunatic here, or a man who turns out to be such within seven days after his arrival, we have to give a bond of £100 that we will maintain him for five years; and now, as if this penalty were not sufficient, we are to be liable to a further fine of £100 according to this Bill. We consider the Bill most inequitable, because those people may come in by land, and the Bill only provides penalties upon ship-owners; there is no penalty upon the Railway department.

173. *By the Hon. J. M. Pratt.*—A pauper may come in by rail from South Australia or New South Wales, and those conditions do not apply?—No, and it is most unfair. Then in the amended clause 2 in connexion with crews of ships, suppose an intercolonial owner charters a ship, he has no control whatever over the crew of that ship, and yet he is liable to those heavy penalties running up to £5,000. Then we as intercolonial owners think we should be entirely freed from the operations of the Act, even if it did come into force. We agree that the Act is altogether unnecessary, but if it did come into force, the operation of those other Acts that I have mentioned is sufficient to safeguard the intercolonial interest, and we should be entirely freed from the operation of this Act, but we think and state definitely that the whole Bill is unnecessary.

174. *By the Hon. the Chairman.*—Have you anything else to add?—It has been said that this Bill has been passed in New South Wales. I am glad to say on behalf of Victoria that ship-owners are represented here very much more largely; the head-office of many of the intercolonial firms is here, and this is the place where we can make our opposition more effectively felt than in New South Wales. In Western Australia there are only agents to represent ship-owners, here we are principals, with large sums of money invested in our business, and we most strongly protest against the proposed legislation.

175. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would it not have strengthened your present position if you could have resisted, even with partial success, the passing of the New South Wales Act?—It was resisted, and the Bill was modified, though we were not sufficiently strong to get it thrown out.

176. Are you troubled much with stowaways?—To a certain extent; not much on the coast; the fares are too low to make it worth while.

*The witness withdrew.*

Charles Hudson examined.

177. *By the Hon. the Chairman.*—What are you?—Secretary to Steam-ship Owners' Association, and 25 years manager of a steam-ship company.

178. You have heard the evidence of the previous witnesses?—Yes.

179. Do you approve of what they have said?—I fully indorse it.

180. Is there any new matter to which you wish to direct the attention of the Committee?—Under the Carriers Act a ship-owner as a common carrier is bound to take passengers; if he has room he cannot refuse them, and if this Act comes into force it will put him on the horns of a dilemma; as long as they are apparently healthy and sound he is bound to take them. In clause 6, regarding the domicile of a passenger arriving here in Victoria, it says—"Every person who satisfies the Commissioner or any officer appointed under this Act that he does not come within the meaning of any of the paragraphs (c), (d), or (e) of section 3 of this Act, and (a) that he is, and for the two preceding two years has been, the owner or proprietor of an estate in fee simple in real estate of the value of £300 in Victoria; or (b) that he is or has formerly been domiciled in Victoria, and that when so domiciled the Commissioner or an officer appointed under this Act granted him a certificate authorizing him to return to Victoria on the production and delivery up of such certificate." Now, in the case of the people who were domiciled in Victoria before this Bill was introduced, what about them—there was no commissioner appointed. It goes on—"shall not be deemed a prohibited immigrant." Supposing we bring a passenger over from Tasmania or Sydney, he comes under the prohibited immigrant clause. If it is shown that he was domiciled in Victoria before, he is only returning to his own colony, or presuming that we book a passenger here and take him to Sydney without a certificate, when he arrives there he is prohibited from landing and is brought back to Melbourne; when he comes back you prohibit his landing here because he has no certificate. He would be, like the old man of the sea, on ship-owners' backs for all time.

181. There is nothing to prevent his returning here?—He would have no certificate.

182. *By the Hon. A. Wynne.*—Take the case of a miner going over to Tasmania and working in the mines there, if you bring him back to Victoria, and he is without means he would come in as a pauper, and therefore he could not return to his own country, or if you did land him you would be liable to a penalty of £100?—Yes, and they would not take him in Tasmania—the same thing would apply.

183. What is a pauper?—The Act does not define what a pauper is.

184. *By the Hon. the Chairman.*—What is the next section you object to?—It is very oppressive upon ship-owners, inasmuch as they are the only section of the community selected to bear all the penalties. In clause 3, the Bill says—"The immigration into Victoria by land or sea;" but it is only the ship-owner who is to suffer the penalties—the Commissioner of Railways has no penalties. There is nothing in this Act limiting the time within which a ship-owner may be fined. A passenger may come here with plenty of means; he may invest his money in mining, and lose it all. The colony may have had the benefit of his life services, and have taken all his money, and at the end of that time the Government can come on the ship-owner for a bond to support him as a pauper.

185. What time would you consider reasonable?—Seven days, the same as in the Marine Board Act. I do not know that I have anything more to say.

186. *By the Hon. A. Wynne.*—Shearers returning from New South Wales or South Australia would come under this Act?—They might come under the educational test. If they have been away shearing they would probably have some money in their pockets; but a man may have his pockets full of money, and yet be unable to pass the educational test.

*The witness withdrew.*

George Martin examined.

187. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What are you?—The agent for the China Navigation Company.

188. You have read the Bill?—I have.

189. Have you heard the evidence already given?—No.

190. What is your opinion of the Bill?—As far as the Chinese are concerned, it does not seem to me that it is at all necessary. The Chinese, as a race here, are gradually dying out; the census of 1871 gives the population as 17,935 Chinese; in 1881 it was 12,128; and in 1891 it was 9,377.

191. Where do you get your figures from?—The Victorian Government Statist.

192. Have you taken the figures since 1891?—There has been no census since.

193. Have you taken the arrivals and departures?—Yes, I have. The arrivals in 1895 were 569.

194. What do you estimate the Chinese population at now?—I should estimate it at between six and seven thousand now, that is allowing for deaths. I am informed that of the 9,377 in 1891 there were 900 of them half-castes, and those would be British subjects, I presume. The arrivals for the last two years by the two principal lines trading between Hong Kong and Melbourne were 800; that is, the Eastern Australian Steamship Company and the China Navigation Company, and they sent away 717. These are figures which we can prove.

195. Practically there was no increase?—No, because there would be some deaths of which we have no record. We object to sub-section (d) of clause 2, because the charterer has no hold over the crew at all; there are charters now on this coast, and if this Bill passes the charterers are liable, but they have no control over the crew.

196. Apart from that, do you see any other objection to that clause (d)?—I object to the whole clause after the first two lines.

197. Why?—This touches the question of desertions. As far as my company is concerned, we have been very fortunate; our desertions have been very few, but, at the same time, we have had desertions—I think within the last two years we have had three. It says—“If on mustering the crew it be found that any person who, according to such articles, formed portion of the crew be not present, then such person shall not be exempted by this paragraph.”

198. Might there not be carelessness on the part of the captain and officers in not looking after their crew?—They want all their hands. When they engage the crew they have reason for their services, or they would not be engaged, and if they lose a man they are a man short, and have to take another man on in his place, possibly at a higher wage.

199. Have you anything to say as to clause 3?—This refers to the educational test; that would of course necessarily keep out all Chinese. This affects more particularly very desirable persons who may be coming from other colonies; for instance, the steamers I look after bring men coming from Port Darwin, who have been occupied there for years in mining and other avocations. Many of those men could not possibly pass the educational test, it would keep them out entirely.

200. What nationality are they?—Englishmen and Australians.

201. Could they not write?—Not from dictation.

202. You think that being unable to write in a European language does not mean that the party is an undesirable immigrant?—Certainly not. A Chinaman might be able to do it, but there are men in the Northern Territory or Queensland who could not do it.

203. Do you bring down any Asiatics?—Only Chinese, very few Japanese—very few Japanese come to the colony.

204. Is there not a line of Japanese steamers running now?—Yes, but they bring very few Japanese here—they have their crew, of course.

205. What do you think of sub-sections (b), (c), (d), and (e)?—As far as the Chinese are concerned, I may point out this very strongly, that the Chinese do not become chargeable upon the State. The Chinese community look after their fellow countrymen too well for that. You will find no Chinese in any poor-house or work-house in this colony—they never beg. Their own countrymen look after them, and provide for them, and when they are sick they send them away back to China.

206. Do they not make use of the hospitals?—They do very rarely; they are as liable to accident as anybody else—they are very liberal in giving to the various hospitals and charities.

207. Would (b), (c), (d), and (e) affect you in your company?—Yes, because, as far as the Chinese are concerned, we would be pretty sure that they would be taken care of, and we would not be taking much risk, but we cannot be sure that they may not be insane; we have never had such a case; and even then they are looked after by their own countrymen, but it affects us as regards Europeans—we bring them down from Hong Kong and Japan, travellers from the old country, and occasionally Americans. We cannot be sure when a man comes on board a steamer that he can pay his hotel bill after he has been in Melbourne for a week; it is enough for us that he pays his fare. I wish to draw your particular attention to clause 6: to my mind it is not sufficiently clear that men who hold naturalization papers or permits of the Victorian Government will not be necessarily admitted. It seems a most important thing that it should be clearly stated in a measure of this kind, that it does not apply to men who hold naturalization papers, or who hold permits. It is not made clear in the clause that naturalization papers and permits will be recognised by the Victorian Government after this Bill has been passed.

208. *By the Hon. J. Balfour.*—It does not matter whether a man is naturalized or not if he cannot pass the educational test, or is a pauper or insane, the owner of the ship is liable for him?—Is it proposed that the colony shall repudiate the naturalization papers that they have issued—if I am a Chinaman with naturalization papers, can I come in with that paper without passing the educational test?

209. *By the Hon. the Chairman.*—A man may contract a contagious disease after getting the certificate?—Yet the ship-owner would take him on the certificate.

210. It has been suggested that clause 8 (2) should be restored. If that were done all the owner of the ship would have to prove would be that he knew nothing about it, and he would not be liable to a fine?—Supposing the man has no contagious disease, is not an idiot, and is not likely to become a pauper, does he come under the educational test?

211. No, because that is confined to (c), (d), and (e)?—Do the men who have naturalization papers, supposing they conform to (b), (c), and (d), come in without the education test? It seems rather a hard thing where naturalization papers have been issued to those Chinamen, many of whom are reputable citizens with property, who want to go back and visit their own country, that they cannot, because they have to be subjected to the educational test; surely they should be exempt from the operation of this Act. I made a personal inquiry at the Customs House, and I was told that the men who held naturalization papers were not necessarily admitted, that this might bar them. In other words, that if it was impartially administered this Bill would keep men out with naturalization papers though at the same time they might neither be insane, nor idiots, nor suffering from any contagious disease, nor paupers.

212. I do not think a Chinaman having been naturalized here ought to be in a better position than any other of Her Majesty's subjects because he took out naturalization papers, but having taken out naturalization papers he can apply to the Commissioner for a certificate, and if he obtains it under clause 6 he is not deemed a prohibited immigrant?—What about a man in China with naturalization papers now?

213. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have you any other points you wish to draw attention to?—I think that is a very serious point—I think it must affect Europeans too. Will it be necessary for Europeans to get naturalization papers—I was not born here; if I go out of the colony I do not know what will happen to me—who will guarantee that I am sane when I come back, or that I am not suffering from some disease? In regard to the last clause, this Bill is supposed to follow the lines of the Natal Act; but I think this clause is foreign to the Natal Act, and, in addition, it makes rather an invidious distinction against the Chinese. Why they should be singled out for special hardships I cannot understand, considering the race is gradually dying out here.

214. *By the Hon. J. Balfour.*—You think the present Chinese Act is sufficient to restrict the number?—Absolutely. It is only one for every 500 tons. The steamers that I am agent for only bring in four, and we have sixteen arrivals a year.

215. *By the Hon. F. S. Grimwade.*—Have you estimated how many Chinese could come in here in the course of a year?—Not many. The number given includes all the naturalized men who have the right to come. There is not tonnage enough for 500 or 600 Chinamen to come. I represent now the two principal lines, and we could only bring in four for each steamer. We have sixteen arrivals for each line, that is 128 under the tonnage limit in the course of a year for the two principal lines. The other men are naturalized British subjects. They have businesses here, and have been home to China and come back again.

216. Other lines bring a few?—They bring very few, because they have to be transhipped or brought round by Colombo. I should say 200 would be the limit that could be brought under the tonnage rate.

217. *By the Hon. the Chairman.*—Have you heard how the Chinese Restriction Act has been evaded by their coming into New South Wales ports and then being transhipped to Launceston?—They do not allow them to be transhipped to Launceston. Some of the Chinese boats have been to Launceston, and landed Chinese there; but they have never transhipped them at Sydney. The number of Chinese that have been coming into this colony by the Chinese boats has been very small. During the last few months the Customs have been more than usually vigilant, and unless they are absolutely sure of the *bona fides* of the holders of the naturalization papers they will reject them, and we think we ought to have the right to take those men back again. We take them in good faith. We have an examination in Hong Kong to see if those men are the *bona fide* holders of the naturalization papers, and if they are refused by the Customs here, why should we be under pains and penalties? We have nothing to do with it. The men have paid their fares.

218. Under what system do the Chinese get into Tasmania who are landed at Launceston?—They get out under the tonnage system, one for every 500 tons. They have to pay a poll tax of £10.

219. What is it here?—There is none here. In New South Wales it is £100.

220. You say about 800 have arrived during the last two years. Taking away 717 departures that would leave 83; then there would be some who died. According to the figures you present, the number of arrivals here during the two years over departures and deaths would be very little over 60?—Yes.

221. Your figures do not tally with those before me. In 1896 it appears that 709 and in 1897 762 Chinese arrived?—I give the figures by the two principal lines. Some come down *via* Singapore, by Captain Currie's line; some by the British India; and a few by the P. and O., *via* Colombo.

222. You do not question the correctness of the statement of the Government Statist, that the number that came in in 1896 and 1897 amounted to 1,472?—The figures I have given were 559 for 1895 and 769 for 1896.

223. That would be 1,328 for 1895 and 1896?—Yes; for the two years 928 went away.

224. You do not take into consideration the year 1897?—No, I could not get the figures.

225. *By the Hon. J. Balfour.*—The departures in those two years came to about 50 per cent. of those that you say came by the two lines?—All I said was that by the two principal lines for two years we brought 800 and took away 717.

Cheok Hong Cheong examined.

226. *By the Hon. the Chairman.*—What are you?—A Chinese missionary. In introducing this Bill into the Legislative Council you are reported to have said that the arrivals from China in the last three years exceeded the departures by about 400 per year, whereas a gradual and steady decrease has taken place. I say this from a personal knowledge extending over the last 35 years. The discrepancy arises from the fact that you have included other Asiatics with the Chinese without saying so, and the further fact that although the arrivals and departures by sea have been noted, which apparently gives a surplus, there is absolutely no account taken of the departures by land, which absorbs more than the surplus, nor yet of the number of deaths, which still further reduces the Chinese population, as the leading Chinese merchants can and do testify. I, myself, in my capacity as Superintendent of the Church Missions to the Chinese in Victoria, have travelled over and over again the length and breadth of the colony, and I know from my own knowledge that neither Melbourne nor Victoria is the objective of the surplus. Most of those Chinese come to Victoria and then cross the border as the only means of getting back to their homes, their occupations, and mercantile pursuits in the mother colony, for so rigidly exclusive are the laws of that colony against our people that, however long a Chinese may have resided within her borders, or however honorably connected with her progress and prosperity he may be, should he pay a visit to his native land he is not permitted lawfully to return, but perforce clambers up some other way to get back to his business and other interests. The poll tax in New South Wales is not £10, as has been stated, but £100, and is enforced upon every one who is unfortunate enough to be born in that weak and despised empire of the far East, whether he has been resident in New South Wales or not, and no matter what his occupation may be. I need not say that if Britons were treated thus in China the Chinese would be at once branded as uncivilized and barbarous, and yet there is no sentiment more thoroughly and heartily indorsed than that of the patriot statesman and poet of the great republic—

He's true to God who's true to man ;  
Whenever wrong is done  
To the humblest and the weakest  
'Neath the all-beholding sun,  
That wrong is done to us,  
And they are slaves most base  
Where love of right is for themselves  
And not for all the race.

We trust that that may be the animating spirit in this and other matters of legislation, and that yours may be a country and nation established in righteousness and good-will towards men.

227. According to your calculation what is the number of Chinese at present in Victoria?—I think the estimate given by Mr. Martin is fairly correct—between 6,000 and 7,000. At one time, during the gold discoveries, there were between 50,000 and 60,000; the figures he quoted to-day show that there has been a gradual and steady decline ever since.

228. How are those Chinese principally employed?—All over the country and in the cities. They are gardeners, miners, storekeepers, and various other callings.

229. What are those in the city principally engaged in?—In business—gardening, manufacturing, laundries, and so on.

230. *By the Hon. F. S. Grimwade.*—Have you estimated the number in Melbourne and suburbs?—Very nearly half of the whole number are within the metropolis.

231. *By the Hon. the Chairman.*—According to the returns before me for 1895, 1896, and 1897, there has been an increase in the number of the Chinese coming in?—Yes, the total increase during the three years has been about 600, but, as I have said, no account has been taken of those who crossed the border of New South Wales nor of the deaths. Those, taken together, more than absorb the surplus.

232. *By the Hon. J. Balfour.*—Are you aware that some Chinese land in Tasmania?—There are some, I would not say many. The Union boats travelling between here and Tasmania are very small, and only bring one, two, or three at a time.

233. But those boats run twice a week?—Yes, but the boats that carry Chinese to Tasmania are very few and far between; very rarely do we hear of one of the China boats bringing Chinese passengers to Tasmania; it is only recently that I have seen one instance.

234. Then they come over by the intercolonial boats plying between Tasmania, Melbourne, and Sydney?—Yes, they may do so; but very few indeed.

235. *By the Hon. the Chairman.*—Have you any further information to lay before the Committee?—There are four points to be considered. In the first place, I consider the whole measure to be unnecessary altogether, because immigration from China can never be large. It is true that there is a large population in China, but very few leave their native land, and those who do leave nearly all come from one province, not from the eighteen provinces—that is, from the province of Canton, where from the earliest times they have had intercourse with western nations. Canton was the first city to open its port to the trade of the world, and the Cantonese are the ones that come. About one-half per cent. of the immigrants come from the province of Fakhien, but I do not know of any from the other provinces, with one solitary exception—I met one man who came from the province of Che-Kiang.

236. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Where did the 50,000 or 60,000 come from?—Canton.

237. *By the Hon. J. Balfour.*—Did your parents come from Canton?—Yes.

238. *By the Hon. the Chairman.*—In 1893, there was a great influx of Chinese into this colony—1,094 came in?—What was the number of departures?

239. About one-half. Can you account for such an influx?—That may have been a special year, but certainly their destination was not altogether Victoria, nor perhaps even largely Victoria, because there has been a gradual and steady decrease all along the last 35 years.

240. *By the Hon. J. Balfour.*—How do they get into New South Wales from here?—The border is very wide, and people with interests in the other colony, who have left businesses in the care of others, in order to pay their fatherland a visit, will go back anyhow.

241. Do you think the present law for restricting the immigration of the Chinese is sufficient?—It is more than sufficient; there are certain provisions which are rather unreasoning and unreasonable. For

instance, some years ago I applied to the Government on behalf of a well-to-do storekeeper in Geelong, whose character, position, and circumstances were well attested by the Rev. Canon Goodman, and by a local J.P., who spoke of him in the highest terms, for permission to bring his wife and family here, but permission was not granted.

242. *By the Hon. the Chairman.*—Why was it refused?—The Right Honorable the Premier, who was then Commissioner of Customs, wrote back in reply to my application that he would move the Governor in Council to grant the request, but the Trades Hall threatened the Government with a deputation, and the thing was nipped in the bud.

243. Was that under the Shiels Government?—I think Mr. Munro was the Premier; Sir George Turner was the Commissioner of Customs.

244. *By the Hon. J. Balfour.*—Could they not have been brought here under the law at the rate of one to 500 tons?—His wife and two children would themselves fill one steamer at the tonnage rate; the two principal companies can only bring 128 in the course of a year, and, besides, the fare is so excessive. It is several times more than the fare of a Chinese passenger homewards.

245. You consider the present restrictions are sufficient to keep the Chinese immigration very small without this Bill?—Yes, the present restrictions are more than sufficient. I think more consideration should be shown to those who are already domiciled here, and have interests at stake here, so that they might be allowed to bring their wives and families, or if they have business engagements requiring them to pay a trip to China, and they want a brother or some one else to take their place while they are away, I think permission should be granted—such a request is reasonable.

246. *By the Hon. the Chairman.*—Should that be for all time, or merely during the absence of the principal in China?—A trusted friend or a relative whom the merchant could trust with hundreds or thousands of pounds could not be designated as an undesirable immigrant.

247. You would allow the agent to stay here during his lifetime?—Yes, the friend may die or circumstances may prevent his return.

248. *By the Hon. J. Balfour.*—If the merchant does not return would you claim that his substitute should remain, or that he should be counted on the 500 tons rating?—I think he should remain, for the simple reason that British merchants insist upon bringing whom they will into China to trade there. By putting in the educational test you completely shut out those who would come in under the tonnage arrangement.

249. In fact, this Bill makes it impossible for the Chinese to come in unless they know a European language?—Just so.

250. *By the Hon. F. S. Grimwade.*—Very few of them possess such a knowledge?—Most of them do not. I do not suppose you could find a score in the whole colony of Chinese-born people who could pass the educational test.

251. *By the Hon. the Chairman.*—You are aware that in India a great number of the population are learning the English language; there are over 500,000 now who are able to read and write the English language?—Yes, but India is a British possession, China is not.

252. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Although the present Chinese Act is not all that you could wish you think it ought to be continued, and that this Bill should not be added to it?—No.

253. *By the Hon. J. M. Pratt.*—You think the present Act is restrictive enough?—It wants a little liberalizing.

254. Is not the decrease in the Chinese population largely due to the fact that the employment in mining is not what it was in old days?—Yes, that is one reason.

255. If the same facilities existed that they had in the early days, we would still have a fair population of Chinese?—Yes.

256. The Chinese who are miners would naturally go into any other colony where they could get employment as miners?—Yes, a few hundreds did go to Western Australia.

257. Mining was the principal attraction in bringing them here?—Yes.

258. *By the Hon. F. S. Grimwade.*—There are a good many mining in Northern Australia now, are there not?—There are a few mining up there.

259. *By the Hon. J. M. Pratt.*—You say that so far as the educational test is concerned it would be an impossibility for the Chinese to pass it?—It would.

260. You would have to notify the change in our law in the provinces of China, so that an intending emigrant would have an opportunity of getting educated in the English language, or of making up his mind not to come?—Yes, but I think it a very great hardship to those already here to impose this educational test.

261. You think it should not apply to those already domiciled here?—Nor to those who have been domiciled here.

262. Having been domiciled here, and obtained a permit to visit China, they ought not to be called upon to undergo an educational test upon their return?—That is my opinion.

263. *By the Hon. J. Balfour.*—Can you give us any idea of the statistics of criminality among the Chinese here?—According to the statistics I have here the arrests per thousand among the Chinese population were 15.73; for all other nationalities 42.516; the committals for trial among the Chinese were .15; for all other nationalities .97.

264. We were told to-day that the Chinese look after their poor and sick—can you verify that statement?—Yes, the aged are always helped home by contributions. There are two benevolent societies existing which supplement the contributions of friends, so that they are easily helped home.

265. Do those societies apply to all the Chinese throughout Victoria?—No, the two societies apply to the most numerous sections of the Chinese, but there are other societies which help, and apart from the societies private individuals are always ready to help.

266. *By the Hon. J. M. Pratt.*—Have you any regular system of support for those benevolent societies?—They are chiefly supported by contributions.

267. There is an organization by which the subscriptions are collected and disbursed?—Yes.

268. *By the Hon. J. Balfour.*—Your sick make use of the hospitals?—Yes.

269. Do you contribute to the support of the hospitals?—We contribute a very fair proportion.

270. *By the Hon. J. Sternberg.*—Have you the figures of the decrease that has taken place in the Chinese population in the last few years?—I have not got them from the Customs, nor have I statistics from any authoritative source, but I have travelled throughout the length and breadth of the colony many times, and I have marked the decrease in the various localities.

271. *By the Hon. the Chairman.*—Is there anything you would like to bring before the Committee?—There are four points I would like to mention. First, that undesirable immigrants cannot come under the tonnage limitation of one Chinese passenger to every 500 tons of a ship's burden, inasmuch as they are charged for their passage several times the usual fare for the commonest passenger.

272. *By the Hon. J. M. Pratt.*—Supposing a European could go from here to Canton for £10 or £20, would a Chinaman have to pay £80?—Those who come by tonnage pay at present from £35 to over £40 for coming here.

273. *By the Hon. J. Balfour.*—How much do they pay going to Canton?—£8, that is for the steerage; that is because, owing to the limitation, a certain number only can be brought, and they take advantage of that and charge very much higher.

274. *By the Hon. Sir A. Snowden.*—Is there much competition among the Chinese to come?—I think there is, seeing that only 128 could be brought in a year by the two principal companies. The second point is that residents and those who have been domiciled here should, with their wives and families, be exempted.

275. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How can you identify them?—Very easily; they are well known to local residents.

276. Supposing a Chinaman has been residing at Beechworth, he comes back and lands in Melbourne; you cannot get a resident from Beechworth to come down and identify him?—He can write to his friends in Beechworth for letters certifying to his residence there.

277. How can you be sure that that man who has just landed in Melbourne is the particular man and not somebody else?—The testimony of his friends.

278. *By the Hon. the Chairman.*—His countrymen?—Yes, and the Europeans too. In many instances they do get European testimony; in other instances they get reputable Chinese evidence, which is quite sufficient.

279. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is it a fact that those papers do change hands in China, and that Chinamen come down here who are not the proper holders of those papers?—That has been done, but according to the method now adopted, it is utterly impossible for any one to come in on other people's papers.

280. *By the Hon. J. Balfour.*—It is so strict in the Custom House?—Yes.

281. *By the Hon. the Chairman.*—Their photograph is taken?—Yes.

282. Do the Chinese, as a rule, remain many years away from the colony?—Some of them. Their most earnest desire is to end their days in their native land. No one would willingly die here, and if he unfortunately does so he likes his bones carried home again.

283. Then, when they go home they do so for the most part with the intention of remaining in China?—Unless they are young men with business connexions here, and either filial duty or business matters induce them to pay a trip to their native land; then they come back after a short stay.

284. Within twelve months?—Yes, sometimes, and sometimes within a longer period.

285. *By the Hon. J. Balfour.*—Filial duty is very strong with them?—Yes.

286. They require almost to go home at certain times to their parents?—Yes. The trip home to China and back in passage money alone means some £50, besides incidental expenses, even for a steerage passage—that is a large sum to a working man.

287. Do they contribute largely, in proportion to the other classes of the community, to the revenue?—Yes, they contribute a very much larger amount than the rest of the community, and out of numberless articles of Chinese consumption the Customs Department levies a duty equal to £3 3s. 11d. a head of the Chinese on two articles, whereas no article of European consumption is taxed more than at the rate of 10s. per head, while the next highest on the list scarcely reaches 2s. per head.

288. *By the Hon. the Chairman.*—There is a very heavy duty upon opium?—Yes, and on rice also, about £6 15s. a ton, I think.

289. *By the Hon. J. Balfour.*—Is the consumption of opium increasing per head?—I should say it is very much about the same. The "ne'er-do-wells" in the mining districts, who are not able to get back to their native land through this inveterate habit, die off, so that decreases the consumption.

290. *By the Hon. J. M. Pratt.*—Do they contribute to the revenue, in the shape of spirits?—Very largely. Though the Chinese are reckoned very temperate, they consume intoxicating drinks quite as largely as the European population, but they do not take them at the unseasonable hours that some Europeans do. They take them sometimes at the midday meal, never at the morning meal, and nearly always at the evening meal when their business is done, so drunkenness is not obtruded on the community—they sleep it off. My next point is that missionaries, merchants, travellers, and students should likewise be exempted. Not so very long ago when an invitation came to me from the Primate and Bench of the Bishops who compose the Australian Board of Missions to visit Sydney, although I had sent over to the Government four letters from four of the leading public men, including Sir John Madden, Sir George Turner, Mr. Best, and Mr. Hugh R. Reid, then president of the Chamber of Commerce, all of whom knew me, permission was not granted. I could not go to Sydney unless £100 was deposited, and when I did arrive, and was met at the steamer by Archdeacon Langley, and a number of others, the Customs House officer refused to allow me to land unless documentary evidence was produced stating the £100 had been paid—I was kept in the steamer until the arrival of the secretary who had the precious document in his pocket.

291. You say that missionaries, merchants, travellers, and students should be exempted—travel is a word of very wide interpretation?—Yes. During the year following that I again applied for permission from the New South Wales Government simply to travel through Sydney to catch the Union Company's boat for Wellington, and that permission was refused me unless £100 were deposited. I wrote to say that I did not want to stay one moment longer than simply taking my baggage from the railway station to the steamer, but it was refused.

292. Are you a naturalized British subject?—No.

293. *By the Hon. the Chairman.*—Have you no desire to become one?—If I had, the practice does not permit it; naturalization papers have ceased to be issued for many years.

294. How long have you been here?—Thirty-five years.

295. You never applied for letters of naturalization?—No, I wish my countrymen to reckon me as one of themselves. The fourth point is that merchants, storekeepers, manufacturers, gardeners, and others who wish to send for a manager or substitute, or an accountant, storeman, or cook, should have the liberty to do so, and that such a one should, on application, be exempted. I need scarcely say that we feel these requests are not only reasonable, but thoroughly within the spirit of restrictive legislation, and that the British people can ask no less at the hands of the Chinese Government, but at the present moment they are asking very much more, and have obtained it.

296. Is there any great demand for that concession?—No, only an occasional one.

297. It is a privilege that you would like to see extended to Chinese?—Yes.

298. *By the Hon. F. S. Grimvade.*—You would be prepared to have it limited if you could get it at all?—Yes, to some reasonable number.

299. You said that all those who left China came from the province of Canton. In San Francisco there is a large Chinese population of about 25,000 to 30,000; do they too come from Canton?—Yes, that is the only province that Chinese emigrate from to any part of the world—we were the first to open our ports to the commerce of the world—we like free intercourse. Our portholes were battered open because our Government were very suspicious—our people were quite willing to do business with the outside world, but our Government were suspicious—I think they had grounds for their suspicion, too.

*The witness withdrew.*

Abraham Davis examined.

300. *By the Hon. the Chairman.*—What are you?—An importer; my business premises are in Swanston-street.

301. You presented a petition to the Legislative Council?—Yes, I was one of the signatories.

302. What information do you wish to put before the Committee?—The ostensible object of the Bill is to exclude the Hindoos. I have done business largely with them since their arrival here in the last ten or twelve years. I have known hundreds of them, and I know their feelings in regard to this Bill, and generally as British subjects, and I thought I could give information that would interest the Committee. The feeling generally of those men is that they are on a par with the ordinary British subject in any part of the British dominion; whether that has been drilled into them by the kind treatment they have received from the British, or because they feel they are British subjects and have to render the ordinary tribute in taxes, that is their feeling. When this proposal came to their knowledge it disarranged their ideas altogether; they found they were not on a par with the ordinary British subject, and wanted to know the reason why. I had conversations with many of them, and pointed out to them that there was a necessity for restricting the immigration of aliens. They say—“We are not aliens; we are taught to give our bodies to the service of the Queen.” Many of them here have medals. I have seen the wounds that some of them have received in the service of the Queen, and they feel very bitterly being singled out for this treatment. They feel it more because though the Bill pretends to aim at the whole of the outside world it has been declared positively that the Customs administration will not deal with any one else than the Hindoos. They say—“If we are objectionable to the people, if reasons can be shown why we should be excluded, we are prepared to accept those reasons and be excluded”; but they say—“You pretend to exclude others on the ground that they are unable to write English.” It has been declared by a Minister of the Crown—“You must trust us—we will not ask an Englishman, Scotchman, or a Russian to undergo the test.” The Bill says—“Any person who shall be unable to write in a European language.” It has been said by previous witnesses that the present Minister who will administer the law will not live for ever, that a new king may arise who will not know what the intentions of the present Government were, and if he does his duty he will be compelled to ask any person who arrives here to undergo this educational test. I have a customer born in Victoria, I suppose he is 40 years old, a man I would trust to any extent, his parents were English, but he cannot read a single word of English. If that man were to go to New South Wales he could be refused permission to return here because he cannot write his application to return; yet we are told the law will only be made to apply rigidly to Hindoos, and perhaps Japanese. A friend of mine is leaving on a trip to Europe within the next few weeks; he is a man, I suppose, worth £50,000. He is a Jew, and he can write Hebrew well, but he was born in Russia, and he was not allowed to learn the Russian language; he was excluded from the schools. In Russia and Roumania, and other countries, Jews are excluded from obtaining the privileges of an ordinary scholarship; yet you say he must write in a European language, which Hebrew is not.

303. He could write out the form in Hebrew?—Yes, but Hebrew is not a European language. I know a man who arrived here from Palestine; he was a native of the same country where Jesus was born. He could not write a single word of English at first, but in four or five years he could. He was a member of the Garrison Artillery, and performed an heroic action. That man would have been excluded if this Act had been in force. Generally speaking, my view of the matter is that it is a hypocritical pretence altogether; if there are men who are objectionable for certain reasons, those reasons should be stated, and they should be excluded on those grounds alone. I have heard it said if two or three million Japanese came here with two or three men-of-war, we should be in a pickle. Assuming that is so, because two or three million Japanese might come here, therefore 200 or 300 Hindoos should be kept out—that is their logic. Those men have borne arms for the Queen, and probably 200 or 300 would be willing to bear arms for the Queen here in a special regiment.

304. In place of 200 or 300, might there not be 20,000 or 30,000?—No; they invariably follow one occupation, that of hawking, and the number of hawkers is necessarily limited by the population, which can only support a certain number. I suppose, if statistics could be prepared, you would not find one-tenth per cent. following any other occupation. Of those I have known probably only two or three are farmers or farm hands.

305. *By the Hon. F. S. Grimwade.*—What do they do in their own country?—The majority of those who come here, I am informed, have been farmers; then they have been drafted into a British regiment, and come in contact with British officers, and they hear of this land. Partly from that fact and partly from association on the railways and telegraph and post offices, they are inclined to come here on a venture to make money.

306. *By the Hon. A. Wynne.*—Are not the majority of the Afghans who come here hawkers?—I have known very few of the Afghans. Ten years ago there was a considerable number, but latterly very few Afghans have come, and, seeing the Hindoos all follow one occupation, and that occupation is limited by the possibility of their doing business, it is very unlikely that a large number can come. There is more likely to be a diminution in the number than an increase. There is only accommodation for a certain number to make a living, and though there was a rush from the fact of a few going home to their villages with £50 or £100, that rush has stopped, because they find it is not so easy.

307. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How many are there here now?—Perhaps 600 or 700.

308. *By the Hon. F. S. Grimwade.*—What countrymen are they?—The Punjaub principally. I have heard of very few coming from any other part.

309. *By the Hon. J. M. Pratt.*—Those Hindoos look upon the educational test as an excuse for keeping them away?—Undoubtedly; very few could pass the test.

310. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do those men come down at their own cost?—Yes. It is said there is a syndicate either here or in India which sends those men out; that is absurd. Occasionally there is a friend or relative who advances the money, which has to be returned. The Punjaub is an immense territory, and they come from every portion of it, so it is manifestly impossible for a syndicate to do that.

311. Those men who have money advanced by their friends pay it off gradually?—Yes, it is either returned from their first earnings, in which case the merchant here suffers, or it is paid on promissory notes.

312. *By the Hon. J. M. Pratt.*—They have no intention of settling in this country?—Very few. The same argument applies to them as to Chinese—the Hindoos are burnt after death, and the ashes are supposed to be scattered on the Ganges, and hence it is their desire to die as near as possible to that particular river.

313. *By the Hon. S. Austin.*—Do you know of any who have settled down here?—Yes; three or four have married European women, in which case they have lost their caste with their fellows.

314. *By the Hon. J. Balfour.*—Are most of them single when they come here?—No, I think most of them are married; they leave their wives at home. I do not think more than one or two Hindoo women have been brought here. I suppose the average duration of a man's residence here would be three or four years.

315. *By the Hon. F. S. Grimwade.*—Are they steady industrious men?—I have trusted those men with some thousands of pounds, and the proportion of losses I have had with them is very much less than those I have had with Europeans. To-day I received a considerable sum of money from a Hindoo who I had been told was a defaulter, and whose account I had written off as bad. It appeared he had been robbed by a European, and was ashamed to come down, but having worked for two years and earned the money he came down and paid me.

316. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—They are charged with being a nuisance up the country; do you know anything to justify such a charge?—I have received many hundreds of letters from farmers and others addressed in my care to Hindoos, and they are couched in the same friendly terms as letters from one European to another—the familiar chit-chat is repeated to them. The Hindoo is asked to execute various little commissions for the farmer and his family. The Hindoos have an average indebtedness among the farmers of £50; that is to say, there might be about £30,000 or £40,000 owing by the farmers to the Hindoos—that does not look as if they were a nuisance.

317. *By the Hon. J. Balfour.*—They trust the farmers?—Yes.

318. Do they lose much?—Yes. I am certain the Hindoos lose more from the farmers than I lose from the Hindoos. They are frequently put off until next harvest, and so on, until they are obliged to go away and abandon the money.

319. Are they a sober class?—The Mahometans, who form the large proportion of them, are forbidden to take strong drink; I have only known one or two Mahometans to take it at all. With regard to the Hindoos it must be admitted that many of them do drink, in which case they become quarrelsome.

320. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How do they manage with regard to their cooking?—I believe that if any European touches the vessel in which a Hindoo has food the vessel is destroyed, and the food thrown away, but the Mahometans do eat at table with Europeans.

321. *By the Hon. J. Balfour.*—The petition asked for certain amendments to be made in the Bill?—Yes.

322. Those are the concessions that you specially want?—We want them in default of a better bargain.

323. You desire to do away with the Bill altogether?—So far as it restricts the admission of those who in my judgment have as good a claim to come here as the English had to go to India. The Hindoos say the East India Company came there, plundered the temples, robbed the people, and went home and settled down as respectable men with millions of pounds, and this looks a poor return for the hospitality they received.

324. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What are their sanitary arrangements?—The statements that have been made with regard to a large number herding in a small room are partially correct, but if you argue from those premises you will come to wrong conclusions. The practice is to grant hawkers' licences in December, and many of those men come down then to get their licences. They are not allowed to go to hotels or lodging-houses, so they go to their own countrymen. Ordinary lodgers will not consort with Hindoos, nor could Hindoos eat the ordinary food. They only remain here for a few days; as soon as their licences are issued they are off about their business.

325. How many Hindoos are there in Melbourne altogether?—Very few; I suppose not more than 30 or 40. There is one aspect of this matter that is worth considering, that is the possibility of disaffection being sown among the native tribes if this Bill is passed. It has been whispered to me by

intelligent men among them that if it became known in their native villages that they were treated as outcasts all the statements made by Englishmen would be disbelieved, and the statements made by Russian and other agents, that they were looked down upon by the English, would receive confirmation. It did not take much to stir up the Indian Mutiny, and it only requires to be known that they are put on the same level as Japanese and others to cause a great deal of disaffection.

326. Can you devise any means of preventing undesirable immigrants coming in?—It all depends upon what you would call an undesirable immigrant. I understand that the policy of all nations, particularly the British nation, is to allow a liberal admixture of foreign people, but as soon as the mixture becomes excessive to make restrictive legislation. So far as my observation goes, that condition has not yet arisen here. I do not think there are more than twenty Japanese in Victoria at present. At any rate, if the object of this Bill is to exclude the Hindoos, or to deal with the so-called Hindoo difficulty, the same end may be attained by an alteration of the licensing law, instead of making an international complication. A very simple alteration in the licensing law would serve the purpose. It is said that the number of hawkers is excessive. If the issue of all hawkers' licences were centralized in Melbourne, the police would know the exact number applying, and would be able to weed out those whose characters were not up to the standard. At present, if a Hindoo has offended against the law he knows his licence will be objected to in Melbourne, so he goes to Ballarat or Hamilton, where the police know nothing of him, and gets it there.

327. Would it not be rather difficult to identify such a large number?—I think not, I should say that of the large number I have done business with I could identify by name and features 95 per cent.

328. How many do you do business with now?—About 300.

329. Would issuing all the licences in Melbourne be better than dividing the colony into districts, issuing licences in those districts, and making it the duty of some one to become acquainted with every one in the district?—Then it would be almost necessary for the hawker to be accompanied by a surveyor to see that he did not go outside his district. That plan was proposed some time ago, but it was found to be unworkable.

330. *By the Hon. J. M. Pratt.*—If a man were at Beechworth or Portland, would it not be rather hard to compel him to come to Melbourne once a year for his licence?—They come now once or twice a year to purchase goods, but those who are afraid of being refused a licence in Melbourne will go to other places.

331. *By the Hon. J. Balfour.*—Could the police be in touch with them when they are scattered all over the place during the year?—These men are compelled to carry their licence number as well as their name in their bundles. They might be made to carry their name and number on a brass badge, and then if No. 250 were offensive it would be reported to the police, and No. 250 would have some difficulty in getting his licence. As the business is managed now, if a man has been imprisoned in Ballarat for some small offence he can come down to Melbourne and get his licence; their names are very much alike, and the police do not know it is the same man.

332. *By the Hon. J. M. Pratt.*—Might not the same system be adopted that is carried out now in the case of Chinamen going back to China, that is, to have a photograph accompany the licence?—The identification would be easy to those who happened to know the man, but it would be of comparatively little use to the police. A business man sees these people for a few hours at a time, whereas the police only see them for a few minutes.

333. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is it a fact that some of these men hawk without a licence?—I think not; I think it is not uncommon for men who have been refused a licence in one district to go to another, or for a man to get two licences and pass one to a friend.

334. *By the Hon. J. Balfour.*—Have many left here for Western Australia lately?—Not a great number, the fee for hawking in Western Australia is very excessive, I believe it is £25 a year.

335. Do many of these people return to India in the year?—Yes, I suppose in the last few years almost as many have left as have arrived here.

336. Are those the men who go as grooms?—Many of them do—they prefer to do that, to save the passage money.

337. *By the Hon. S. Austin.*—What are the chief objections raised to these hawkers in the country?—It is alleged that they terrorize women in the back-blocks.

338. Has that allegation been borne out?—If it were true it should not be a very difficult thing for the police to arrest them; they are easily traced, but I do not think it has been sheeted home to anything like the extent alleged. These people do not speak English very well, and if they are refused they try by gestures to persuade women to buy, the women get frightened and report to their husbands.

339. It has been stated that they take advantage of unprotected women and frighten them into making purchases?—If that happens in one or two instances it is taken as a general characteristic, whereas, as a rule, they do business on credit.

340. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think the restriction of the licences and the precautions you suggest would be sufficient to prevent an undue influx of these people?—Yes, I think it very unlikely that there would then be an increase in the number coming here, because there would be no opportunity for them to earn a living.

341. *By the Hon. the Chairman.*—Is there anything else you wish to mention?—Assuming the Bill is passed, with the amendments suggested in the petition, I still think sub-clause (a) of clause 5 might be amended with advantage by the amount being reduced to £20. Then sub-clause (c), which says that the £100 shall be forfeited if he cannot obtain a certificate of respectability, seems to me to be absurd. A man comes here in ignorance of the law, and he cannot land because he cannot pass the educational test; if he deposits £100, and can find a friend to certify to his respectability, he may land; but if he cannot find that friend he forfeits the £100. It should be sufficient to say that the money will be returned, and he will be allowed to return to the country he came from. I would like the Committee to take a note of the fact that Jews coming from England or the Continent would often be excluded, seeing that Hebrew is not a European language. Hebrew must be added if the Bill is to be passed, because their ignorance of the language of the country they were born in is not wilful, but compulsory, in many cases.

*The witness withdrew.*

*Adjourned to to-morrow at half-past Three o'clock.*

WEDNESDAY, 31ST AUGUST, 1898.

*Members present :*

The Hon. Sir H. CUTBERT, in the Chair ;

The Hon. J. Balfour

F. S. Grimwade

J. M. Pratt

Lieut.-Col. Sir F. T. Sargood

The Hon. Sir A. Snowden

J. Sternberg

A. Wynne.

Ludovico Porena examined.

342. *By the Hon. the Chairman.*—What are you ?—Acting-Consul for Italy.

343. Do many Italians come as immigrants to this colony ?—A good many.

344. Within the last two years how many have come ?—I should say about 200.

345. Having looked at the Bill, and seen that there is what is called an educational test which may be applied to all immigrants coming into the colony, how would that affect your countrymen ?—My opinion is that, though not many of the Italians are marksmen, a test of dictation would be very hard on them.

346. Would they not be able to write out an application form of admission ?—Yes, perhaps not very plainly, but 75 per cent. of them could.

347. As to the remaining 25 per cent., can they read and write ?—I would not call them exactly marksmen, but they can just write their names.

348. Do you think they could read Italian ?—Yes ; not the whole 25 per cent.

349. What proportion of the 25 per cent. could read the Italian language ?—It is hard to say ; less than half of them.

350. What is the business that those men principally follow when they come to Victoria ?—The majority of the Italians here are splitters and charcoal burners, or agriculturists and vigneron—a lot of the Italians work in the vineyards.

351. Are those men who work in the vineyards specially qualified for the work with a knowledge of how to train and cultivate the vine ?—Yes.

352. Are those men generally requested to come out here, or do they come of their own accord ?—Of their own accord, generally speaking.

353. They have to find employment when they come out here ?—Yes.

354. This educational test would only be severe on something like 15 per cent. of the Italians ?—Yes, it would be very severe on this 15 per cent.

355. If the law were strictly administered they might be kept out ?—Yes.

356. *By the Hon. F. S. Grimwade.*—Are those men married ?—Generally they come by themselves, and after a few years they send for their families.

357. *By the Hon. the Chairman.*—Are there not many Italian women out here ?—Yes, several.

358. *By the Hon. J. Balfour.*—Are the women as well educated as the men ?—Perhaps a little less.

359. Would they be able to pass the test ?—Speaking generally they would, but in a little less proportion than the men.

360. The test says nothing about dictation, but that “any person who, when asked to do so by an officer appointed under this Act, shall fail to write out in his own handwriting in some European language and sign an application to the Commissioner in the form set out in the Second Schedule.” He has merely to copy out the Schedule in his own language, or a similar form that may be agreed to by the Commissioner ?—Yes. I understood it was dictation at first.

361. Are the Italians who are here settled in certain districts or scattered through the colony ?—In certain districts ; Daylesford is one, and Walhalla is another.

362. *By the Hon. the Chairman.*—Is there any other information you wish to put before us ?—That is the principal thing. I thought it was unfair, especially in this colony where population is required, to prevent people coming.

*The witness withdrew.*

Teepoo Hall examined.

363. *By the Hon. the Chairman.*—Where are you a native of ?—Darjheeling, India.

364. Were your parents English ?—My mother was Irish, my father was an East Indian.

365. Have you been long resident in Victoria ?—About eleven years.

366. Before you came to this colony what was your occupation ?—I was under the Government in different departments—military, medical, and customs—in India. My services were given to the different departments whenever I was needed. I belonged to the military-medical department first ; then I was drafted to the Customs and back again to the military-medical.

367. How long were you in the service ?—Sixteen years.

368. In the medical service were you engaged after the men who were wounded ?—I was attached to the garrison hospital in towns, but I have seen some service. I was in the last Burmah war, but it does not count.

369. Since you have lived in Victoria what has been your occupation ?—A masseur.

370. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Did your duties while in India bring you into contact with the natives ?—Yes, I was a great deal among the natives, not only while I was a medical student, but in the Customs Department. I had principally to do with the natives.

371. *By the Hon. F. S. Grimwade.*—Do you speak their language ?—I speak nearly all the languages spoken in India—I speak about six.

372. *By the Hon. the Chairman.*—Have we many classes of Asiatics in Melbourne ?—There are about twelve : first, the Chinese ; next, the Cingalese ; they are Buddhists, Tamils, and Christians. There are about 60 or 70 of them here. Those men are all employed as domestic servants.

373. Do they make good domestic servants ?—Very good.

374. In what capacity do they work?—As cooks and waiters. The next class is Madrassese; they are Tamils and Christians—those men also are engaged as domestic servants. I do not think there are at present more than about twenty of them. The next class is the Scindis, from Scindi, in the Bombay Presidency; there are about 80 of them here—they are merchants, and have a firm in Bourke-street—they are a very wealthy race of people, and import silks and fancy goods from China and Japan.

375. *By the Hon. F. S. Grimwade.*—They are educated men?—They are educated in their own language. Some of them speak English, but not all of them. They have to employ a certain number of men, who keep their books in Indian—their books are kept in their own language. The next class is the Bengalese; those men are Mahometans. They come from the Hoogly district, in Lower Bengal; they sell embroidery. I do not think there are more than fifteen of them in the colony. They manufacture the embroidery themselves, and are very peaceful, quiet people; they live five or six in a house, and are a very law-abiding, decent race of people. They live principally in Fitzroy. I think there are three houses of them. Then we have Creoles from Mauritius; they are Roman Catholics; they are domestic servants; one or two of them vend icecream; they are a migratory population. I should say there are about twenty of them here. Then we have the Syrians; there are about 200 or 300 of them.

376. Those men are generally hawkers, and they go about up the country?—Yes, they are mostly Christians—Catholics; some of them are Turkish subjects.

377. *By the Hon. J. Balfour.*—Are there any Armenians?—I only know of one. Those Syrians go about selling things, and are not a very desirable class; their women go about hawking. There are some very respectable men among them, but some are not at all desirable.

378. *By the Hon. the Chairman.*—Are they very particular about their food?—No, as Christians they can eat anything. The next class are the Sikhs, from the Punjaub; there are about 600 of them here; their principal occupation is hawking. Those are the men that complaints are made about in the country.

379. *By the Hon. F. S. Grimwade.*—Those are the men who are reported to have attacked women?—Yes.

380. *By the Hon. J. Balfour.*—A lot of them come as camel drivers?—No, those are Afghans and Beloochees. The Sikhs are always coming and going. A good many of them come from the Straits Settlement, where they serve in the military police; others are men discharged from the army who have served their six and ten years. Most of those men are under the impression that they can get employment here. When they come they expect to be employed as commissioners and in different occupations; but when they come out here they take to hawking. They are very undesirable; they roam about the country, and go about annoying women. They contribute nothing to our hospitals, nor in any way are a benefit to the country—they live by begging—they go to the farms and beg their food.

381. *By the Hon. the Chairman.*—It is difficult for the people to get rid of them?—So they say.

382. *By the Hon. J. Balfour.*—Are Sikhs and Punjaubis two separate classes?—They come from the same part; but Sikhs are Hindoos, and the Punjaubis are Mahometans.

383. *By the Hon. F. S. Grimwade.*—The Sikhs will not feed with English people?—No; they will drink with you, but they will not eat with you.

384. Are they a most objectionable class?—They are very objectionable; they herd together.

385. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do they come down here of their own accord, or are they brought down?—Most of them come down of their own accord from the Straits Settlement. Some of those who have returned bring two or three with them, and have them under a bond by which they share their earnings.

386. *By the Hon. F. S. Grimwade.*—Are they industrious?—No, not at all.

387. They would not take any settled work?—No, they are not able to do it.

388. *By the Hon. the Chairman.*—If there was a difficulty in their obtaining a licence to hawk, would that be a deterrent to their coming out here?—Yes.

389. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Has it had that effect in Western Australia?—Yes; there are no hawkers' licences except two Europeans there.

390. How do you know anything about Western Australia?—From correspondence with people there. The next class are Afghans living within the British zone, as well as Afghans who are subject to the Ameer; I would include them in the 600 who are Mahometans.

391. They are very exclusive, are they not?—In India a Mahometan and Hindoo will not live together, but here they seem to herd together—they travel together, but they will not eat together—they eat and cook separately.

392. Do any of their women come with them?—No, there is only one Indian woman in the colony.

393. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How long, as a rule, do they stop here?—Some stay as long as four years.

394. *By the Hon. F. S. Grimwade.*—Are they a better class of people than the Sikhs?—No.

395. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do they hawk also?—Yes; none of them are employed as camel drivers in Victoria.

396. *By the Hon. F. S. Grimwade.*—Would they not be capable of taking to hard work and sticking to it?—They will not do it; they cannot compete with the European labourer. The next class is the Cashmerese; they are subjects of the Maharajah of Cashmere. There are a few of them here—there are about half-a-dozen of them. They are Mahometans. The next is a mixed class; there are some Moguls or Persians, subject to the Shah of Persia—those men are Turkey lolly men. Then there are Somalis; they are runaway stokers; there are a few of them; they are not much good. Then there are the Parsee, the Nepalese, and the Ghoorka. The Parsee has served in gaol several times for wife-beating; he married an English woman, and has been here about seven years. That completes the list. It is only the Afghans, the Syrians, and the Punjaubis who are very troublesome; all the others are quiet inoffensive people who conduct themselves properly.

397. *By the Hon. the Chairman.*—Could you give any information about the best way of issuing licences?—I should increase the rate of licence-fee.

398. What is it now?—Only £1 for twelve months. If it were increased it would make it more difficult for them. I would also make them pass an examination to see that they could speak English

thoroughly, and I would prevent those licences going into the hands of certain merchants. At present a man goes round and gets the merchants with whom he deals to sign 50 or 100 recommendations for a licence. Every licence should be submitted to the police, or to officials who are well aware of the men's habits, and they should recommend them as well.

399. How would the police have an opportunity of judging of those men who come into the colony?—By means of registration.

400. Suppose a man comes in in November and the licence is issued in December, how would the police have an opportunity of knowing about him?—Those men are always in town every two or three months.

401. Fifty of those men come into the colony in November; they can do little or nothing until they get a licence to carry on the business of hawkers, and they cannot get that for a month; what opportunity would the police have of knowing anything about them?—I think there should be a means of registration. There should be an official deputed to look after those men, an officer who could speak Indian—you have such an officer in the police.

402. He should keep an eye on those newcomers and judge whether they were fit and proper persons to recommend?—Most undoubtedly.

403. In addition to that, those men are in the habit of going to one or two of their countrymen, who have no hesitation in signing their recommendation?—That is so.

404. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are those licences obtained in more than one place?—The main portion are issued in Melbourne, and there are different districts, Maryborough, Castlemaine, Bendigo, Hamilton, and Ballarat.

405. If a man is refused a licence here, can he go up country and get one?—He can only get it by fraud, because all the licensing courts are held on the same day.

406. How could he do it by fraud?—A man can put in two applications and another man can be substituted at one place in his place; they are very difficult to identify; I could identify them, but a European could not.

407. Could the police do so?—Some of the officers could who are continually seeing them, but it wants a deal of experience; they should be placed under one officer who could, besides doing his ordinary duty, look after those men in his spare moments. It would not cost the State very much if it made him a small allowance.

408. *By the Hon. the Chairman.*—There are interpreters now?—Yes.

409. How are they paid?—They are only paid when their services are required. If it is a Government case he is paid by the Government; if it is a civil case he is paid by the parties employing him; he is very poorly paid.

410. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—It is necessary that cooks of their own caste should come out in consequence of the difference of caste—would those cooks be able to conform to the educational test?—No; but their employers give them a guarantee that they will send them back.

411. Supposing any of those firms wanted to engage a cook, what would they do?—The head-office sends out a certain number of assistants under an agreement to serve for three years—the firm finds them the passage to and fro, food, clothing, and medical attendance.

412. Are they bound to send them back again?—Yes, most of the assistants are members of the family, in some way related to the firm.

413. The same caste with different degrees?—Yes, the menials are generally of a high caste. For instance, a Chuttree could eat food cooked by a Brahmin, while a Brahmin would not eat food cooked by a Chuttree.

414. If those men are allowed to come they must have special cooks?—Yes, they must have special cooks—they will not eat food prepared by any other person.

415. *By the Hon. F. S. Grimwade.*—What would they do if they had not a cook?—They would eat dry food, as they do in India.

416. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would there be any difficulty in getting those agreements which are entered into in India stamped or countersigned by some Government official there?—No, they could all be ratified before the Deputy Commissioner or some officer there.

417. What would be the guarantee that the man who went before the Commissioner was really the man who went on board ship?—They would make inquiry, and have their machinery available. Every agreement that is entered into has to be registered; if a man is drawing a salary of over £6 a year it has to be registered.

418. You say the firms here would be prepared to enter into a bond?—There is only one firm here at present, but there are other firms anxious to come out. This firm is dealing only in fancy goods, but I have seen letters from there; one man wants to deal in provisions and wine, and another in castor oil—he has big mills in India—he is supplying merchants here now with castor oil for machinery and that sort of thing.

419. Is any attention being paid to this legislation in any part of India?—I saw a letter this morning sent to a gentleman asking him to go into the matter and write to them on the subject, giving his opinion of the whole matter. It is from a leading Indian paper—not a scurrilous rag that preaches sedition, but a paper loyal to the Government. It is edited by men who have passed at Cambridge, and they suggest that if there are to be such restrictions placed on the employment of native labour on board the steamers, the Government of India must make it imperative on the part of the remount agent that he only buys horses that come to India by vessels manned entirely by native crews. They say they fail to see why they should pay taxes and support white labour while their own labour is not employed. There are also native legislators in the Council who will speak on this matter.

420. Are there many native papers with influence?—There are a few of them that are very strong; but there are a number of those scurrilous rags that are always preaching sedition; but no notice is taken of them. I do not refer to those, but to papers that have a large circulation, and are read largely by the educated classes.

421. Who buy the horses that are sent from here?—The Government have the first pick; they buy about 50 per cent. of them. The balance are put into the market and sold to large livery stables, and are bought by native merchants and brokers and native gentry.

422. Do they buy them to any extent?—Yes, very largely.

423. *By the Hon. F. S. Grimwade.*—Are many of those classes who come out here men who have been in the service in the native army at all?—Yes, a great number of them have been. A great number of them have been in a sort of quasi-military police in North Borneo and the Straits Settlements, and the Burmah police levy.

424. Have any of them got medals for service?—Several of them have medals and have discharges. At the same time, when they come out here, they do not turn out good citizens.

425. *By the Hon. J. Balfour.*—You speak rather against the Sikhs and the Punjaubis as settlers here?—Yes, they are not a good class.

426. Did you hear Mr. Davis' evidence?—Yes, but he supplies them with goods. I do not see why those men should come here to support small warehouses like his.

427. You think his evidence was influenced by his trade?—Decidedly; he cannot speak the language.

428. *By the Hon. F. S. Grimwade.*—When you lived in India you knew those classes personally?—Yes; I spoke the language of nearly all the different classes I have spoken of.

429. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is there an increasing demand among the native population for our products?—Caste precludes them to a certain extent, but there are lots of things that they would take. Lots of natives would drink our wine. A good deal of wine comes to India from the Cape.

430. What other products would they take?—The native Christian troops will eat the meat, but the Mahometans will not touch it. The Hindoos will not touch beef or mutton because it is slaughtered by Europeans. A little while ago the same meat was sent from here to the Cape, and the Malays would not touch it. It must be slaughtered by one of their own people.

431. Are our wines getting into use among the native population?—Not only the natives, but the country-born white people would use it.

432. Do you think there will be a strong feeling in India against this legislation?—I am positive there will, taken as a whole. They would not object to an increase in the licence of undesirable people, but they certainly object to it in the case of merchants, such as the men in Bourke-street, or against Parsee merchants; they would resent it.

433. Supposing the licence-fee were increased against the Punjaubis and not increased against Europeans, would they not resent it?—There would be a certain amount of bitterness, but they would have to abide by it—they would have to pay it or do without it.

*The witness withdrew.*

Benjamin Ford examined.

434. *By the Hon. the Chairman.*—What are you?—City Inspector of Factories and Lodging Houses.

435. Do you know anything about the Hindoo and other hawkers who come into Melbourne?—Yes, I come into contact with them in trying to keep them in order and prevent overcrowding.

436. In what part of Melbourne do they principally live?—Principally in the eastern portion of Little Lonsdale-street, in the blocks between Russell-street and Spring-street, but of late they have been scattered about more on account of the owners of property not caring to let their properties to them.

437. Does the value of property depreciate wherever they take up their abode?—It would be hardly perceptible in those districts, as the poorer classes of persons live there.

438. *By the Hon. F. S. Grimwade.*—That district has a very undesirable reputation already?—At one time it was a very immoral portion of the town; but now it has become quite a foreign colony. You do not see the same class of people there that you would have seen a few years ago. They seem to have given place to these people.

439. *By the Hon. the Chairman.*—Is that portion of the city inhabited principally by Asiatics?—Principally by Chinese, Syrians, and Indians.

440. How are those men located in the matter of accommodation?—In 1891 we had our first experience with the Indians in the way of overcrowding. In 1893 we had four prosecutions for overcrowding. The prosecutions were against Chattamull Brothers, a large Indian firm, a man named Asmos Khan, who is now in Western Australia, Khoda Buksh, and Moses Harris.

441. Did you succeed in your prosecutions?—Yes. Khoda Buksh was fined £1 and 2s. costs, and Asmos Khan £1 and 2s. costs. In Chattamull's case the fine was £1, and in Harris' 10s. The costs were reduced in Chattamull's case.

442. What did the overcrowding consist of?—In one room, 10 feet by 8 feet by 8 feet we found as many as twelve persons sleeping at once. In another place we found 36 sleeping in three small rooms. Since then we have gradually educated them into sleeping less together; but we find that if they have three rooms they will huddle into two, and leave one room unoccupied. It seems to be customary for them to huddle together.

443. Have they beds and bedding?—They had not at that time, but since the agitation has been raised against them they are getting beds, though they are principally double beds, so that one, two, or three can sleep in the one bed.

444. Are they cleanly in their habits?—No; I think the Mahometans are given to washing themselves more than some of the other classes.

445. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What is their average health?—We have had no cases of infectious diseases amongst them; they seem to have fairly good health on the average. Sometimes I have gone in and found a man in bed, evidently bad, and when I asked what was the matter he has complained that he had a pain in his stomach; but we have had no cases of infectious diseases reported as occurring among them.

446. Do you know anything about the hawkers?—No, except that they come to town and go away again. The goods they hawk about the city are brought from the store and kept in the small rooms they sleep in. They have their own doctors, so that a mild case of fever we might not hear anything about.

447. *By the Hon. F. S. Grimwade.*—Have they native doctors?—I am almost sure they have.

448. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are they law-abiding people?—I have found them very peaceable; I have never been interfered with in carrying out my duties. They have always been civil, though I have had to wake them by going at very early hours in the morning.

449. *By the Hon. J. Balfour.*—Are they dissipated?—I have seen several cases of drunkenness among the Hindoos, not among the Mahometans—I have not seen anything very serious.

450. *By the Hon. the Chairman.*—Have you seen as many cases of drunkenness in proportion as among the Europeans?—No, I do not think they are as bad as the Europeans.

451. Is there anything further you wish to say?—No, except that the Common Lodging-house portion of the Health Act does not seem to touch these people—they work their premises as a sort of club. One man will pay the rent for a whole number, and then these people have the use of the place at any time during the year, so that the Act does not touch them, and there is a slight difficulty in controlling them. I think if the Health Act were more stringent in that way, we could deal better with them. They pay so much to the head man, and he takes the house for them, and they are at liberty to come when they like and use the house.

452. Is it their own house for the time being?—Yes, that has been done since the prosecutions, to prevent any local man being held responsible as the ostensible occupier or householder.

*The witness withdrew.*

Charles James Eassie examined.

453. *By the Chairman.*—What are you?—Sanitary Inspector for the City of Fitzroy. The Indians first came to Fitzroy, in Young-street, in 1889. The men who came there then were chiefly Hindoos; they took up their abode at 85 and 87 Young-street, a very large number of them. The houses are two-storied bluestone houses. When I discovered them there I made it my business to watch them very closely, and it was not long before I found they were throwing the whole of the refuse from the cooking under the floors of the ground-floor rooms. I prosecuted the lessees of the houses, and they were fined pretty heavily for it—they were fined £5. Just afterwards another lot of them came and took some houses lower down in Young-street. They came on a Wednesday night, and on the Thursday night I visited the place with the health officer and a constable, and found 68 men in a four-roomed house.

454. *By the Hon. F. S. Grimwade.*—How big were the rooms?—About ten feet by twelve; they were huddled right round the floor, just a blanket round each, some of them sitting and some stretched out full length, sleeping. I prosecuted them for overcrowding, and they were fined £5. Two or three of the Indians had taken this house for them—Abdul Hoosain Ibraimjei was one, and Dervish Ali was another—they had to pay the fine between them. Shortly afterwards I got them again for filthy premises at 85 and 87 Young-street, and they were fined £5 for the second time.

455. Were the fines all paid?—Yes. They then found it so hot that they cleared out in a body. At present we have two houses, at 122 and 124 Young-street, occupied by Mahometans. I have never had to prosecute those men for any offence against the Health Act.

456. Are they orderly?—Very.

457. Do they keep the place in a proper sanitary state?—Yes, I have only to speak to them and they will do anything I want.

458. *By the Hon. the Chairman.*—Has the fact of their having taken up their habitation there had any effect upon the European population?—Not these Mahometans; the former men had; the people cleared out of ten or a dozen houses at once.

459. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What part of India do those Mahometans come from?—They are Punjaubis; the Hindoos were chiefly Sikhs. We have two bluestone houses in King William-street inhabited by Bengalees; they are very clean; there are only eight or ten men there altogether.

460. *By the Hon. J. Sternberg.*—Did you intimate to those people in Young-street that it was not the custom of the country to put the refuse under the floors?—I spoke to them, and then proceeded against them—the best warning is to prosecute them.

461. *By the Hon. the Chairman.*—You thought it was your duty to issue a summons?—Certainly.

462. Is there anything you wish to add?—In that house in Young-street there were some Turkey-lolly men, and on one occasion I took their tins of manufactured stuff and threw them into the fire. I considered from the dirty filthy state of the vessels, and the stuff they were using to make the Turkey lolly, it was not fit to go into consumption.

463. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Was that legal?—I do not know that it was legal, but I thought it was the best thing to do; they did not take proceedings against me.

464. *By the Hon. the Chairman.*—Did that action have any effect upon the lolly-makers?—I have had none of them there since; they will not come near Fitzroy, they say I am too hot for them. On the third day that the new arrivals in Young-street were there I was notified at five o'clock in the morning that there was a supposed case of cholera amongst them. I immediately went to the health officer and took him with me, and he ordered me to quarantine the whole block, which I did.

465. Who was the health officer?—Dr. Morton. There were about 40 men in the house when we got there, chiefly Hindoos, and none of them would go near either of the front rooms. The man was lying dead in the front room of the house. The ship's doctor gave us a certificate that the man died from diarrhoea, but I had my doubts about it, and so had Dr. Morton, but we had to take the certificate. I had such grave doubts that I put the body into a large packing-case, put it into a hole in the cemetery, and put four or five bags of lime on top. I also burnt the whole of the doors and windows in the room where he was, and all the goods in the room. I have seen several cases of phthisis among them, and in one case Khoda Buk, the merchant, in Exhibition-street, asked me to go down and see a man in Little Latrobe-street. The man was in the last stage of consumption, and his sputa was all over the bed, and all over a bundle of goods in one corner of the room, and over the walls. He died two or three days afterwards from phthisis.

466. *By the Hon. F. S. Grimwade.*—What did you do in that case?—It was not under my supervision—had it been I should have taken action. I told Khoda Buk that he ought to report it at the Town Hall—I do not know whether he did or not. I know there has been a great deal of traffic in licences;

I have discovered that men have obtained their licences at the annual licensing court in Melbourne, and have gone to the country districts three months afterwards and have obtained fresh licences. These they send into town, and new arrivals get them and go out with them.

457. *By the Hon. J. Balfour.*—Do they give licences at different dates?—The licensing courts are all on the same date, but they are at intervals of three months.

458. *By the Hon. J. Sternberg.*—Do you know of that traffic of your own knowledge?—I have seen several licences that have been so obtained. I know that on one occasion twenty men were refused licences, and inside of three weeks they were all in the country on licences.

459. *By the Hon. J. Balfour.*—Did you report that?—I did, to the Superintendent of Police. The police took the papers and did what they could at the time, but they could not discover those men; it is almost impossible to recognise them after having only seen them once.

470. The licences could be traced?—Yes; I think if the colony were divided into districts, and a licence issued only for a particular district, and the fee raised, it would have a very good effect.

471. *By the Hon. the Chairman.*—How would it answer to have the whole colony one licensing district, and have the licensing court held in Melbourne only?—It would bring too many of them into Melbourne; it would give us a great deal of trouble.

472. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How many hawkers are there altogether?—I should imagine somewhere between 1,200 and 1,400 of them.

473. *By the Hon. the Chairman.*—Other witnesses have given the number as between 600 and 700?—I think it is nearly double that number. I know in Young-street alone, last licensing time, we had 60 men of that one class; they took four extra houses there at the time.

474. *By the Hon. A. Wynne.*—Do they make a living?—Some of them just get a bare existence out of it.

475. *By the Hon. the Chairman.*—Do you know how these men carry on their business with the farmers?—They give credit.

476. Do they give credit to such a large amount as £50?—I saw the books of one of them—Big Natoo—before he went to India, and he had then between £200 and £300 out on credit in sums varying from £3, £4, £5, and £6 up to £10—not beyond £10. He had something like £1,800 to take back to India with him.

477. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How long had he been out here?—Eight or nine years, to my knowledge. I have written letters for several of the others to different places to try and get their money for them. I can hardly believe they would give as much credit as £50 to one person.

478. *By the Hon. F. S. Grimwade.*—Do those hawkers speak English?—Most of the Mahometans in Young-street speak English very well indeed. The houses are taken as a company, and each pays his quota to the rent.

479. *By the Hon. the Chairman.*—They are joint lessces?—Yes; they have been in those two houses for nearly seven years.

*The witness withdrew.*

Robert Hall Young examined.

480. *By the Hon. the Chairman.*—What are you?—A clerk in the City Court. I am in the Law Department.

481. Have you any knowledge of how licences are issued to the Indian hawkers?—Yes, I have been attending to that work since 1888.

482. Has the number of licences issued increased much during that period?—I have made up a rough list from about 1895. The number of applications received does not tally with the number of Hindoos, because each of the merchants makes applications for the same men. There are three or four merchants, and they each put in an application for the same man; they have him on their books and they write out a form of application. We found out that the applications had been duplicated and triplicated in many instances. In 1895 we had 438 applications, of which 200 were granted and 15 refused. In the other cases there was no appearance. In 1896 there were 428 applications, of which 178 were granted and 44 refused.

483. Why were the 44 refused?—On the ground of insufficient knowledge of the English language. The inspector of police would put questions to them, and sometimes the only word they could say would be "Licence." In 1897 there were 516 applications, of which 208 were granted and 22 refused—all on the ground of insufficient knowledge of the English language. This year, up to the present, there have been 349 applications, of which 223 have been granted and 12 refused.

484. Must there be personal appearance?—Yes.

485. Those numbers are for the City of Melbourne?—Yes, the Melbourne Court of Petty Sessions. There are courts all over the colony where they can get them. There are certain places gazetted under the Act where hawkers' licences can be obtained. In the Melbourne district there are only three places—Melbourne, Flemington, and Williamstown.

486. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—When those licences are issued, do the men take them away themselves?—Yes, I insist upon the men coming themselves. I have the numbers in the court register, and as they are granted I hand to each man a number corresponding with the number in the register. When he comes to me he produces this number.

487. Can you identify the men?—No, they can dispose of the numbers that same night; I cannot tell. A man who has been refused may come up with a number next day.

488. *By the Hon. the Chairman.*—Can you suggest any improvement on the present system of issuing licences?—As the Act is at present a man who can speak good English may get his licence in December at the Melbourne court; in three months' time he may make application to a court in the country and get another licence, and it is very easy for him to transfer the second licence to his mate who has not got one.

489. How would you guard against that?—With quarterly and half-yearly sittings I do not see how we can avoid that, unless we have a special court. If there were one annual day for obtaining licences

that would prevent it but that would inflict a hardship on European hawkers. Sometimes they tell me they have bought a horse and cart, and have started out, only to find that they must wait for three months before they can obtain a licence.

490. *By the Hon. J. Balfour.*—They soon get to know it is only once in three months?—Yes, but I have known several instances of that sort. In 1895 there were 110 applications from Syrians, of which 82 were granted and 7 refused; in 1896 there were 112 applications, of which 82 were granted and 11 refused; in 1897 there were 78 applications, of which 61 were granted and 8 refused; there has been a falling-off in the Syrians. In 1898 up to the present there have been 98 applications, of which 71 were granted and 10 refused. There are very few Chinese hawkers, only about 50, and there has been hardly a refusal in any case.

491. No complaint has been made of the Chinese as hawkers?—No, they are mostly tea hawkers.

*The witness withdrew.*

Timothy Keane examined.

492. *By the Hon. the Chairman.*—What are you?—A senior constable of police.

493. Do you attend at the City Court?—For the last fourteen years.

494. Can you give the Committee any information about these Indian hawkers?—I have a good knowledge of them. As regards getting licences, I have heard Mr. Young's evidence, and I indorse what he has said as to the merchants and the hawkers.

495. Do all the merchants take the trouble to say—"I will do what I can to recommend this man for a licence"?—A hawker who deals with Mr. Harris or Mr. Davis says—"I want you to look after my interest," the merchant puts in the man's application, signs it himself, and in many cases it is not signed by the applicant; in fact, it is rarely signed by the applicant.

496. Is that ever brought under the notice of the bench?—It has been. Sometimes a pitiful appeal is made, a professional gentleman may appear on the man's behalf, and the bench say—"It is very hard on this man if he loses his licence," possibly he is a horse-and-cart hawker, and they grant it; that is for the renewal of a licence.

497. Have you ever known any fraudulent application for a licence, such as has been described by the witnesses, of a man getting a licence in Melbourne and three months afterwards going to a country district and applying for another?—I do not know any case of it myself, but I am informed it has been done.

498. Do you think it has been done frequently?—I do.

499. Suppose those licences were only issued on one day in the year, do you think that would be a safeguard to prevent any evasion of the Act?—It would. As regards the Asiatics I think it would be a good thing, but it would press very hardly on the Europeans, a man might fail in business and might say—"I will get a horse and cart and make a living hawking in the country;" that occurs every day. People are always applying for hawkers' licences, but they cannot get them until the day fixed by the Act.

500. We would have to draw a distinction between the two races, leave the present arrangement for the Europeans as it is, and have only one day for Asiatics?—I think it ought to be that way.

501. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are there no cases of fraud among the Europeans?—I do not think so; there is no occasion for it; there is no objection if a man has not been convicted of any offence. As a rule, we make inquiry among the Europeans if we have any suspicion.

502. *By the Hon. the Chairman.*—It is proposed under this Bill to do away with the issuing of licences to Asiatics; do you think that would be an improvement?—I do.

503. *By the Hon. F. S. Grimwade.*—Why should they not have licences?—Take a man living at Dimboola, a draper, who pays rates and taxes, those people go up and compete with him in his calling.

504. That applies to Europeans as well as Asiatics?—No, a European goes to a well-to-do farmer and possibly buys his produce from him in return.

505. If he sells drapery and those things he competes as much with the local tradesman as the other?—Yes, but as a rule, the stuff sold by the European is genuine stuff, whereas the stuff sold by the Asiatic is generally useless stuff of no benefit to the purchaser.

506. *By the Hon. A. Wynne.*—Are not farmers' wives pretty cute at a bargain?—They cannot easily get to a place where they can buy what they require, and if a man comes to the door they will buy from him; they may be 20 or 30 miles from a township.

507. Do you know any place in Victoria 20 miles from a township?—Take the settlers on the Boggy Creek, that is 12 or 14 miles from Bright, or take Omeo.

508. *By the Hon. the Chairman.*—Do you wish to add anything further?—I think every hawker, once getting a licence, should name his district; from that time he should apply in that district for his licence; he would then be under the supervision of the police.

509. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would that apply to the Europeans as well?—No.

510. *By the Hon. J. M. Pratt.*—You would have difficulty in working with the Italians?—There are very few Italian hawkers; they are mostly fruit and flower sellers in the streets.

511. *By the Hon. J. Balfour.*—What division would you make of the districts; would it be easy to define them?—Say Beechworth and large centres of population; I would take the principal districts.

512. *By the Hon. F. S. Grimwade.*—Suppose they got out of their districts?—They would not get their licences.

513. Would they not be allowed to sell outside their districts?—I would not go so far as that.

514. *By the Hon. J. M. Pratt.*—You would suggest that Beechworth, Ballarat, Bendigo, and other large centres should be the places for those persons to apply for their licences, and that would give the police an opportunity of becoming acquainted with those people?—That is my idea.

515. *By the Hon. the Chairman.*—Your idea is something like the jurisdiction of a justice of the peace for a bailiwick—would you adopt that system and have a licence for a particular bailiwick for those men to carry on the business within that bailiwick, and have a centre in that bailiwick where the licence should be procured?—Yes.

516. *By the Hon. A. Wynne.*—How is a man to know when he is outside the boundary?—I do not care about the boundary, but when he is applying for a renewal of his licence he must come back to the court where he got it previously—then the police will know whether the man has committed any offence since the last issue.

*The witness withdrew.*

Tejumull Gaganmull examined.

517. *By the Hon. the Chairman.*—What are you?—I deal in drapery, silks, and fancy goods of Eastern manufacture.

518. What part of India do you come from?—From Hyderabad, Sind.

519. How long have you been out here?—Nearly three years.

520. Do you live in Melbourne?—Yes. I have branches of my business at Hong Kong, and in Japan, Egypt, Dutch East Indies, Siam, Phillipine Islands, and Straits Settlements; my business is a very large one, all over British India.

521. Are there many gentlemen connected with this business?—Yes, and they are mostly relatives in the firm.

522. How many are connected with the firm?—About 1,200 altogether, including partners and everything; there are two partners in the Melbourne branch.

523. Are your books and correspondence all in the Indian language?—Yes.

524. What is the lowest value of your stock?—Not less than £3,000 in Melbourne.

525. How many places have you in Melbourne?—Only one in Melbourne, and a private residence in Carlton; we have also a store.

526. Where do you get your assistants from?—From the head-office at Hyderabad.

527. Under what agreement?—They have a three years' agreement; we pay their passage here and back, and we give them board and lodging, medical attendance, and all necessaries.

528. They have a special diet during the period of any religious festival?—Yes. [*The following statement was read:—*]

Before an assistant leaves India, he generally receives an advance of his salary, and half of his wages are paid monthly in India to his nominee. The assistants are all men of high caste and social status, and advance to be partners in the firm.

Most of them are relatives of existing partners.

*Domestics.*—The religion of these people does not permit them partaking food cooked by any person other than of their particular caste.

One servant for every six men is necessary.

*Indian merchants.*—I have received letters from a Parsee gentleman, who intends to deal in wines, jams, butter, &c., and sell to the bazaar dealers direct.

He proposes to invest 30,000 rupees, or roughly £2,000, in the venture.

Meat he will not touch.

Another Khoja (Mahometan) gentleman, who owns several oil mills, proposes to open a branch of his firm here, and deal in castor oil for machinery.

He values his business at 100,000 rupees.

He would deal wholesale only. The Act framed as it is will shut out men of this kind, and, instead of introducing trade, it will shut it out.

We have to reckon that the European population is only a decimal portion of the whole of India. With a few *bond fide* merchants, we can introduce your products direct to general purveyor (the bazaar shopkeeper) to the country-born and poorer class of European and Christian inhabitants.

529. *By the Hon. Lieut. Col. Sir F. T. Sargood.*—You must have a cook of the same caste as yourselves?—Yes, one cook for six persons. If there are more than six persons we want another cook; the cook is of the same caste, but not educated.

530. Does that apply to both Hindoos and Mahometans?—Not to the Mahometans. There are two kinds of people, one educated in English and European languages, who compose the official class—that is, they aspire to Government situations as clerks, &c., and another commercial, who are well grounded in business principles, and who are well educated in Indian. It is very difficult to get educated people for commercial business; the commercial people are not educated in any European language.

531. Can you suggest any plan by which those cooks can be brought in, to insure their being a desirable class?—They are coming under an agreement; we will send them back again; they are not coming to stay here all the time—they have to live with us, and we have to send them back under the agreement.

532. *By the Hon. A. Wynne.*—Is that a regulation of the Indian Government?—No, but it is our own agreement. We are sending men all over the world under a three years' agreement; perhaps we will send them home before the three years if they are willing to go, and we get new men to take their places; they get the full wages for three years.

533. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think there would be any increase of trade between here and India in our produce?—There will be; I have got letters about it, but if such a Bill is passed I do not think any one can come here and do business. They like to come here and open trade, but because they do not know English they have to keep an agent here, a not very satisfactory way to do business.

534. They could not pass the educational test?—No. There are two classes of people; one class is educated and the other is not—the commercial people are not educated in the English language—it is very difficult to get the official class to go outside of India.

535. *By the Hon. J. M. Pratt.*—Do you send Australian goods to India?—No, we simply import, but others want to send goods from here.

*The witness withdrew.*

Odermull Tharamull examined.

536. *By the Hon. the Chairman.*—Are you connected with the last witness?—Yes.

537. Are you a member of the same firm?—Yes, I am a partner.

538. You heard your partner's evidence to-day?—Yes.

539. Do you agree with all that he has said?—If we get a new man, and they will not allow him to enter Melbourne, it will be very difficult for us.

540. Can you write English?—No.

541. How long have you been here?—Nearly three years.

542. Did you speak English before you came here?—I was here about four years before; then I went home, and I came back about three years ago.

543. *By the Hon. J. Balfour.*—If you went back to India, and then came back here, could you pass the test under the Act?—If I went home and came back again I could not write English.

544. *By the Hon. the Chairman.*—Can you not write a few words?—I can write my name, that is all.

545. If I asked you to write "Dear Sir," could you do that?—Yes, little words I can write, but not hard words.

546. Could you write my name?—No. It is very hard to learn English. I was about four years in Massowah (Italian Protectorate) and I learnt Italian, Arabic, and Shoan (Abyssinian) very well, but I cannot speak English well, though I have been here nearly seven years altogether.

*The witness withdrew.*

Essur Singh examined.

547. *By the Hon. the Chairman.*—Have you been long in this country?—Yes, six years and nine months.

548. Did you speak English before you came here?—No.

549. When you were in India were you in the army?—Yes.

550. Were you in any battles?—Yes, the Afghan war.

551. Who was your commanding officer?—General Roberts.

552. Did you receive any medals?—Three; one Afghan, one Ghoorka, and one Bhotan.

553. How many years were you in the army?—Seventeen years; I got a pension.

554. What have you to say about this Bill?—You want to stop Indian people coming here—that is not fair; I belong to England, but you stop my countrymen, and India will stop your countrymen—it is not fair. There are plenty of Englishmen in India; if we cannot have your land Englishmen cannot have my land. If you read to me in my language I can tell you what it is, but not in English; I belong to England; the Syrians do not belong to England.

555. How many of your countrymen are out here?—I do not know, there are many hawkers here, Syrians, Hindoos, and Chinamen. It is not fair to stop us from coming here, we belong to England.

556. Is there anything else you wish to say?—No.

*The witness withdrew.*

Saif Ali examined.

557. *By the Hon. the Chairman.*—What are you?—A Mahometan.

558. How long have you been in Victoria?—Two years.

559. What business do you carry on?—A hawker of fancy goods.

560. Did you learn the English language since you came here?—I could not understand it before I came out, I learnt it since I came out.

561. Have you seen this Bill?—No, I never read it.

562. Have you heard about it?—The Indians and many of my countrymen are British subjects, and I think they ought to be allowed to come back here, but any new arrivals restrictions could be imposed upon; those already here should be exempt from the provisions of the Act. I would like my friends to be allowed to come in.

*The witness withdrew.*

Lionel F. Potter examined.

563. *By the Hon. the Chairman.*—What are you?—A constable of police, employed as a clerk in the detective office.

564. Do you speak the Indian language?—I speak Hindustani. I was born in the country.

565. Can you give us any information about the Indian hawkers?—I have had a good deal to do with men of that class. The majority of them are small land-holders in their own country, who have raised money on their land to come out here. I have had two or three inquiries to conduct from the Punjab, where men have raised money on their land and have come out here on the proceeds. I should reckon that there would be about 600 or 700 Sikhs, and 400 or 500 Mahometans in Victoria. There is a migratory class of those people who travel into New South Wales, and there are a lot of them who never come down into Melbourne for fear of being sued for debts they owe to local tradespeople who have supplied them with goods. I have had information from several merchants that these men collectively owe them from £1,500 to £3,000. Those merchants would only be too glad to have these men brought down to Melbourne to get their licences, so that they could sue them and get their money back. A hawker will generally send down a money order for a certain amount of goods, and increase his credit every time, paying off a small amount regularly. A lot of them have absconded from this country owing tradespeople money. I should say there were quite 400 or 500 Mahometans here. In conversation with a Mahometan gentleman he told me it was their intention to build a mosque; he could reckon on 375 Mahometans giving £3 each, and there would be quite another 100 that they did not know of who would not come down to Melbourne.

566. *By the Hon. J. M. Pratt.*—Those would be defaulters; they would not subscribe to the mosque?—A lot of them, mixing with Europeans, lose their respect for the faith they have been brought up in. I should say there were 200 or 300 more Hindoos than Mahometans, making 1,100 or 1,200 altogether. I do not think myself that anything can be done as regards licences; these men are quite out

of the reach of the hands of the police. They cannot be identified in the majority of instances, and I have heard that several of them apply to different courts for licences. If a man is refused in Melbourne he can always get a countryman to apply at a country court and get a licence for him. I was one day in a shop in Exhibition-street on business, and the merchant asked me to read a letter for him; it was in English, and was from a hawker up the country, asking him to send up a licence to supply another man there. That shows that there is a traffic in licences. I do not think it would be any use to bring them all down to Melbourne to obtain their licences.

567. You would let them apply at the district courts?—Yes, I do not see what use it would be to bring them to Melbourne unless you employed a man specially to look after them. They are all dressed alike, and they cannot be identified.

568. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Could you identify them?—From my knowledge of the people I would have a better chance of identifying them than the average European, but unless I was continually brought into contact with them, a casual glance at a man would not enable me to identify him six months hence.

569. *By the Hon. J. M. Pratt.*—Do you think there is a better chance of identification by dividing them among the different courts?—It would be an advantage to the merchant engaged in supplying those men to have them down in Melbourne.

570. *By the Hon. J. Balfour.*—Mr. Davis seemed to be very well satisfied with his business with those people; is his experience that of other traders?—He is satisfied with the trade because there is good profit made on it, but no doubt he has money owing to him. It is my duty to compile the *Police Gazette*, and the police have received instructions to report any case where an offence has been committed by the Indians. Taking their numbers into consideration, the offences are few and far between, and what offences there are are trivial. There have been, perhaps, four or five instances where men have committed larceny, and there were two men in Warracknabeal fined a few shillings for trespass, but judging from the police reports, I do not see that they are a nuisance at all.

571. There was one case of murder?—Yes, at Lilydale some years ago, but taken as a body they are a peaceable lot. Sometimes when they get together, on the occasion of a licensing day, the Sikhs especially have a jovial time, and end up in a fight. There have been instances where several of them have been brought up to court and fined trifling sums, but I do not think it can be said that they are a regular nuisance.

572. You do not think they intimidate women?—I would agree with Mr. Davis in that respect that it is their over desire to sell their goods that would lead a European to imagine they were threatening, though I have heard of instances where they have made free with residents of the country to a certain extent, intimidating the women, but it is due to Europeans treating them too familiarly. I know where Indian hawkers are treated quite like one of the family; they are brought in and supplied with butter, eggs, milk, and flour, free of cost, and they take advantage of that. When they go to the next place, they think they will be treated in the same way, and that is how the trouble arises.

573. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Has anything arisen out of the evidence you have heard that you wish to remark upon?—I have heard the statement of Mr. T. Gaganmull that certain traders would come over and do certain business, but that trade would be in Indian products. There will be very little done as regards Australian products going to India; there is very little in the shape of wines, jams, or butter sent over there. The people that do speak English over there, of whom there are a great number, about five millions, would never leave the country; those men simply go for Government positions. It is a necessary item in applying for a Government position to be able to read and write English, but traders, as a rule, have no idea of the English language. The general merchant work is done by English firms there, so that possibly some exception might be made. With regard to the class of men Mr. T. Gaganmull spoke about, they enjoy the same privileges as Englishmen do there, and are entitled by their social status to enjoy whatever is going, in the shape of official functions, such as the Governor's levée. The real class to restrict are the hawkers; they do not come out for anything but hawking, and they do acquire money at it. I remember one man who had been out here for ten years, and on the average took £100 to £150 every year, besides having his trip to India; he went to India every year, and the last time he went back for good. There was a contract at Chiltern let to a native of India, and there was some disturbance caused by the Australian Natives' Association, because he would not employ white labour, but employed Indians. As regards their dirty appearance, it is only due to the fact that they are only here for a short time, when they are down for their licences—they might herd together, but it is only for a few days. It is not the general rule for them to stay like that for months, but they like to be together in a strange country.

*The witness withdrew.*

*Adjourned.*

## APPENDIX A.

STATEMENT SUBMITTED TO THE COMMITTEE BY CAPTAIN ARCHIBALD CURRIE.

VICTORIA.

RETURN showing Asiatic Immigration and Emigration into and from Victoria from the Year 1888 to 1897 inclusive (Ten Years).

Year.	Immigration.			Emigration.		
	Chinese.	Other Asiatic.	Total.	Chinese.	Other Asiatic.	Total.
1888 ... ..	372	...	372	582	...	582
1889 ... ..	124	...	124	655	...	655
1890 ... ..	232	...	232	593	...	593
1891 ... ..	293	...	293	604	...	604
1892 ... ..	584	...	584	700	...	709
1893 ... ..	1,094	...	1,094	507	...	507
1894 ... ..	416	97 to 30.9.94	513	415	14 to 30.9.94	429
1895 ... ..	569	350	919	416	...	416
1896 ... ..	709	248	957	512	132	644
1897 ... ..	762	251	1,013	435	43	478
Totals ... ..	5,155	946	6,101	5,428	189	5,617

Other Asiatics not recorded separately prior to 1st September, 1894.

NUMBER OF INDIANS who have arrived at and departed from Melbourne since 1st January, 1898.

## ARRIVALS.

*Indians.*

Name of Boat.	Date of Arrival.	Where from.	Where booked to.	Number.	
				Male.	Female.
"Clitus" ... ..	5.1.98	Singapore ... ..	Melbourne ... ..	14	...
"New Guinea" ... ..	4.2.98	Calcutta ... ..	{ Sydney ... ..	13	...
"Bucephalus" ... ..	1.3.98	Singapore ... ..	{ Melbourne ... ..	9	...
"Darius" ... ..	10.3.98	Calcutta ... ..	{ Melbourne ... ..	4	...
"India" ... ..	4.4.98	" ... ..	{ " ... ..	17	...
"India" ... ..	4.4.98	" ... ..	{ Sydney ... ..	39	1
"India" ... ..	4.4.98	" ... ..	{ Melbourne ... ..	5	...
"Clitus" ... ..	{ 12.4.98	Singapore ... ..	Melbourne ... ..	2	...
"Clitus" ... ..	{ 24.4.98	Newcastle ... ..	Calcutta ... ..	1	...
"Argus" ... ..	12.5.98	Calcutta ... ..	Melbourne ... ..	49	...
"Bucephalus" ... ..	22.5.98	Singapore ... ..	" ... ..	78	1
Totals ... ..				231	2

*Arabs.*

Name of Boat.	Date of Arrival.	Where from.	Where booked to.	Number.	
				Male.	Female.
"Königin Luise" ... ..	31.1.98	Sydney ... ..	Colombo ... ..	2	...
"Barbarossa" ... ..	2.2.98	{ Port Said ... ..	Melbourne ... ..	2	...
"Barbarossa" ... ..	2.2.98	{ Aden ... ..	Sydney ... ..	1	...
"Königin Luise" ... ..	10.2.98	Port Said ... ..	" ... ..	1	...
"Stuttgart" ... ..	27.4.98	Colombo ... ..	" ... ..	2	...
Totals ... ..				8	...

NUMBER OF INDIANS who have arrived at and departed from Melbourne since 1st January, 1898—*continued.*

## DEPARTURES.

*Indians.*

Name of Boat.	Date of Departure.	Where from.	Where booked to.	Number.	
				Male.	Female.
"Bremen" ... ..	4.1.98	Melbourne ... ..	Colombo ... ..	7	...
"Bucephalus" ... ..	5.1.98	" ... ..	Singapore ... ..	1	...
"Königin Luise" ... ..	2.2.98	" ... ..	Colombo ... ..	1	...
"New Guinea" ... ..	10.2.98	" ... ..	Sydney ... ..	12	...
"Bucephalus" ... ..	26 3.98	" ... ..	Singapore ... ..	2	...
"India" ... ..	6.4.98	Calcutta ... ..	Sydney ... ..	40	...
			Total ... ..	63	...

*Arabs.*

Name of Boat.	Date of Departure.	Where from.	Where booked to.	Number.	
				Male.	Female.
"Barbarossa" ... ..	3.2.98	Port Said ... ..	Sydney ... ..	2	...
"Stuttgart" ... ..	27.4.98	" ... ..	" ... ..	2	...
			Total ... ..	4	...

NUMBER OF CHINESE who have arrived at and departed from Melbourne from 1st January, 1898, to 31st July, 1898.

Arrivals.			Departures.		
Month.	Number.		Month.	Number.	
	Male.	Female.		Male.	Female.
January ... ..	43	...	January ... ..	25	...
February ... ..	58	...	February ... ..	31	...
March ... ..	80	...	March ... ..	33	...
April ... ..	72	...	April ... ..	65	2
May ... ..	69	...	May ... ..	16	...
June ... ..	64	...	June ... ..	56	...
July ... ..	73	...	July ... ..	26	...
Total ... ..	459	...	Totals ... ..	252	2

NUMBER OF ASIATICS (other than Chinese) who have arrived at and departed from Melbourne from 1st January, 1898, to 31st July, 1898.

Arrivals.			Departures.		
Month.	Number.		Month.	Number.	
	Male.	Female.		Male.	Female.
January ... ..	16	...	January ... ..	8	...
February ... ..	26	...	February ... ..	15	...
March ... ..	21	...	March ... ..	2	...
April ... ..	49	1	April ... ..	42	...
May ... ..	127	1	May ... ..	...	...
June ... ..	90	...	June ... ..	112	...
July ... ..	6	...	July ... ..	6	...
Totals ... ..	335	2	Total ... ..	185	...

DESERTERS reported from Vessels in 1897 and 1898.

Chinese	...	Nil.	
Asiatics	...	24 at Melbourne	... 22 at Sydney.

## APPENDIX B.

## IMMIGRANTS RESTRICTION BILL.

Victorian Steam-ship Owners' Association,  
 Offices : 37 Queen-street,  
 Melbourne, 27th July, 1898.

Sir,

The representatives of the British, Foreign, and Intercolonial Steam-ship Companies trading to this colony have the honour to bring under your notice the oppressive nature of the above measure, which is now before your Honorable House for legislation, and they ask that you will kindly give consideration to the objections which they desire most respectfully to bring under your notice.

The Bill, according to the statement of the Honorable Commissioner of Customs, is framed on the lines of the Natal Act, and is the outcome of a conference of the Premiers of the various colonies with the Secretary of State, its primary object being the excluding from these shores of coloured and alien races, whose modes of life are not in accord with our advanced civilization.

In order to carry out this idea without directly designating the class to be excluded—which would have been objectionable to Imperial interests—it was found necessary to proceed in a confessedly under-hand manner and apply an educational test to *all* immigrants, whether by land or sea to this colony, and impose upon the captain of the vessel the responsibility (under heavy penalty) of proving that any passenger, white or coloured, is neither ignorant, impecunious, diseased, or criminal.

They most respectfully submit that, whilst the Bill is most oppressive to them in the stringency of its nature, there is really no immediate necessity for its introduction, as the coloured races form but a very small proportion of the population, and the few arriving could be effectually checked by amending the local Hawkers Act, and refusing them licences, and in other ways placing obstacles in the way of their settlement in the colonies.

The circumstances which rendered such a measure necessary in Natal, where they have a coloured population outnumbering the whites by three to one are altogether wanting in this colony.

They desire to draw your attention to various clauses of the Bill which appear to them specially harsh and drastic in their nature, and affecting them materially in carrying on the great maritime interest between the colonies, and with Great Britain and foreign countries.

Clause I.—They submit that the following words should be added:—“and shall take effect on and after the expiration of three months from the day when the fact of Her Majesty’s assent has been proclaimed by the Governor in the *Gazette*.”

It is presumed that as this measure materially affects Imperial interests it will have, like the Natal and New South Wales Acts, to be reserved for the Royal assent, and, besides it is only just that ship-owners should have time allowed in order to carry out or cancel engagements already entered into.

Clause II. Paragraph (*d*).—They wish all the words after Victoria in the second line struck out.

In this form it will be exactly similar to the wording of the Act recently passed in New South Wales. In its present form it will, in administration, place unlimited power in the hands of the Customs officials, and they would further point out that it extends the liability from master and owner to charterer, who has no control over the crew.

Clause III. Paragraph (*a*).—The Minister has stated that this educational test will only be applied to Asiatics, and that the ship-owners must place themselves entirely at the discretion of the Minister of the day, that the law will not be carried out in an arbitrary manner.

Paragraphs (*b*), (*c*), (*d*), (*e*).—These clauses have been struck out of the New South Wales Act.

They submit that the same course should be adopted here, and for the following reasons:—

- 1st. They make the master (or owner) responsible to the extent of a minimum penalty of £100 up to £5,000, for matters which he is utterly unable to ascertain.
- 2nd. If the Bill is only to apply to coloured races—who can at all times be excluded under paragraph (*a*)—why retain these clauses, unless they are intended to be used and applied against the white race?
- 3rd. The Government, under existing Acts, already have the power to compel ship-owners to provide for the classes mentioned under sections (*b*), (*c*), and (*d*).

Clause VIII.—The minimum penalty is fixed at £100, with further penalty of £20 for each additional prohibited immigrant landed in excess of five, up to a maximum of £5,000.

Your petitioners most respectfully submit that the penalty is altogether too high, and should be fixed much lower, in order that cases which will occur where the master can show that he was altogether blameless some discretion may be allowed, and not render it necessary to appeal for a remission of the penalty to the Governor in Council. A minimum of £10 with a maximum of £500 would, in their opinion, more than meet requirements.

The following sub-clause, which appeared in the measure when first introduced into the House of Assembly, but was struck out, and which afforded some slight protection to the ship-owner, they desire to see reinstated:—

“(2) No penalty shall be imposed under this section on any master or owner of a vessel who proves to the satisfaction of the court before which the offence is being inquired into that he had no knowledge of any prohibited immigrant being landed from such vessel contrary to the provisions of this Act, and that he took all reasonable precautions to prevent the occurrence of any such offence.”

The ship-owners would most earnestly draw your attention to the fact that whilst not permitted to land any person who may come under any of the prohibitory sections, they have no power to enforce detention, and may be rendered liable to heavy damages for false imprisonment or illegal detention of a passenger who may have contracted for a passage from a British or foreign European port, or in the colonies he may not be allowed to land at the port from which he came, and thus become a perpetual burden upon the ship-owner.

Clauses XI. and XIII. have been eliminated from the New South Wales Act, and if it is desired to make this measure of a Federal nature with that colony, with which we have such intimate commercial relations, the same course should be adopted here.

Clause XVIII. reads—"Nothing in this Act contained shall be deemed to repeal or remove any restriction or condition imposed in the *Chinese Act* 1890 upon the admission of Chinese into Victoria."

Your petitioners would most respectfully point out that, according to the Honorable Commissioner of Customs (vide *Hansard* No. 4, page 344), any Chinaman arriving here will be dealt with under this Act, thus virtually repealing clause 6 of the Chinese Act, which permits of Chinamen being landed for every 500 tons of the vessel's burthen. If any further restriction is required to prevent the influx of Chinamen, let it be done by direct amendment of the Chinese Act.

They need hardly add anything further to show that the proposed measure is intended in an indirect way to override present legislative enactments, and proceed beyond its ostensible object of interdicting coloured aliens from landing in the colonies.

For and on behalf of the before-mentioned steam-ship companies,

I have the honour to be, Sir,

Your most obedient servant,

H. B. HOWARD SMITH,

Chairman.

Sir Fredk. Sargood, K.C.M.G.

1898.  
—  
VICTORIA.

---

# R E P O R T

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

## EXPORTED PRODUCTS BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE AND MINUTES OF EVIDENCE.

---

---

*Ordered by the Legislative Council to be printed, 8th December, 1898.*

---

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE  
LEGISLATIVE COUNCIL.

---

TUESDAY, 18TH OCTOBER, 1898.

9. EXPORTED PRODUCTS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the Whole having been read—the President left the Chair, and the Council resolved itself into Committee.
- The President resumed the Chair ; and the Honorable F. Brown reported that the Committee had made progress in the Bill, and that he was directed to move, That the Committee may have leave to sit again.
- The Honorable W. McCulloch moved, by leave, That this Bill be committed to a Select Committee.
- Question—put and resolved in the affirmative.
- The Honorable W. McCulloch moved, by leave, That the Select Committee consist of the Honorables S. Austin, J. C. Campbell, S. W. Cooke, E. J. Croke, C. J. Ham, P. Phillips, Lieut.-Col. Sir F. T. Sargood, G. Simmie, N. Thornley, and the Mover, such Committee to have power to send for persons, papers, and records, and to move from place to place ; three to be the quorum.
- Debate ensued.
- Question—put and resolved in the affirmative.

## REPORT.

---

THE SELECT COMMITTEE appointed by your Honorable House on the 18th October, 1898, and to which was referred "A Bill to provide for the Inspection of Live Stock, Meat, Dairy Produce, Fruit, and other Products intended for Export, and to regulate the Exportation thereof," have the honour to report as follows:—

Your Committee have sat frequently, and examined 27 witnesses, including representative men engaged in the meat, butter, rabbit, poultry, and fruit trade, and the officers of the Agricultural Department supervising the export trade in perishable products. Your Committee have also visited the Government Freezing and Cool Storage Works.

The most general objection urged, as will be seen by the evidence, was against the provisions of clause 5 of the Bill. Even witnesses otherwise favorable to the Bill asked that some amendment should be made so that the meaning of the clause should be more clearly defined. An amendment in this direction is submitted for the approval of your Honorable House.

Your Committee have been favorably impressed with the almost unanimous expression of satisfaction by witnesses with reference to the existing arrangements of the Government in connexion with the export trade.

Your Committee, after carefully weighing the evidence submitted to them, recommend to your Honorable House the acceptance of the Bill with certain amendments, which have been framed with a view of meeting the principal objections to the Bill.

The amendments are as follow :—

- Clause 3, page 2, line 7, omit "a," substitute "any cool store mentioned in the Fifth Schedule to this Act, and shall also mean any."
- „ page 2, lines 8–9, omit "by the Governor in Council," substitute "as hereinafter provided."
- „ page 2, line 16, after "man" insert "or which is calculated to cause injury to other products in the same shipment."
- Clause 5, line 5, after "or" insert "pursuant to the regulations may."
- Clause 7, line 26, in heading, after "*Live Stock*," add "*Butter and Cheese*."
- „ line 27, after "live stock" insert "butter and cheese."
- Clause 8, line 4, omit "or alter."
- „ line 16, omit "at least two days prior to shipment."
- „ line 18, after "store" insert "under the control of the Minister."
- „ line 25, omit "and class."
- „ line 27, omit "and the class."
- „ line 29, omit "and class."
- „ line 32, omit "and the class."
- „ lines 33–4, omit "and the class marks shall be 'Factory,' 'Milled,' 'Dairy,'" substitute "or 'Pastry.'"

Clause 10, line 10, omit "which is not registered," substitute "unless such stamp or mark is approved by an officer appointed by the Minister and is registered in the Department of Agriculture."

„ line 13, omit "deface obliterate or."

Clause 11, line 17, after "disease" insert "or by the refusal of any Inspector to stamp or mark any case keg box or package of butter or cheese."

Clause 12, page 5, line 27, after "meat works" insert "cool stores."

„ page 6, lines 1-2, omit "*the issue of Inspector's certificates or.*"

„ page 6, line 2, after "works" insert "cool stores."

Clause 17, lines 39-40, omit "beyond the Australian Colonies," substitute "to Great Britain and Ireland or any European country."

„ line 41, omit "beyond the Australian Colonies," substitute "to Great Britain and Ireland or any European country."

Third Schedule, omit "I found all such products," substitute "to the best of my knowledge and belief such products are."

New Schedule—

#### FIFTH SCHEDULE.

COOL STORES WITHIN THE MEANING OF THE EXPORTED PRODUCTS ACT 1898.

Address and Description of Cool Store.	Name of Owner or Occupier.
Newport ... .. Freezing Works	John Cooke and Company.
Melbourne ... .. " "	The Fresh Food and Frozen Storage Company Limited.
Geelong ... .. " "	Western and Wimmera Districts of Victoria Freezing Company.
Portland ... .. " "	The Portland and Western District of Victoria Freezing Company Limited.
Warrnambool ... .. " "	Western Meat Preserving Company.
Echuca ... .. " "	The Fresh Food and Frozen Storage Company Limited.
Flinders-street, } Melbourne } ... { City Council Freezing Works, &c. }	The Government of Victoria.

6th December, 1898.

## PROCEEDINGS OF THE COMMITTEE.

---

TUESDAY, 25<sup>TH</sup> OCTOBER, 1898.

*Members present :*

The Hon. S. Austin J. C. Campbell S. W. Cooke E. J. Crooke		The Hon. W. McCulloch P. Phillips G. Simmie N. Thornley.
---	--	---

The Clerk read extract from the Minutes of the Proceedings of the 18th October, referring to the appointment of the Committee.

The Hon. W. McCulloch was called to the Chair.

The Committee deliberated.

*Ordered*—That at the next meeting of the Committee the following witnesses be called :—Mr. John Cooke ; Mr. J. W. Anderson, Tower Hill Park, Illowa, President of the Dairymen's Association ; Mr. Henry, Warrnambool ; Mr. James, Geelong ; Mr. H. Newman Reid, Portland ; Mr. C. W. Gray, William-street, Melbourne.

The Committee adjourned until Wednesday, 2nd November, at Three o'clock.

---

WEDNESDAY, 2<sup>ND</sup> NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;		
The Hon. S. Austin J. C. Campbell S. W. Cooke E. J. Crooke C. J. Ham		The Hon. P. Phillips Lieut.-Col. Sir F. T. Sargood G. Simmie N. Thornley.

H. Newman Reid examined by the Committee.

The Hon. P. Phillips here entered the room and took his seat.

Examination of witness continued.

Thomas James examined by the Committee.

The Committee adjourned until to-morrow, at Three o'clock.

---

THURSDAY, 3<sup>RD</sup> NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;		
The Hon. J. C. Campbell S. W. Cooke		The Hon. Lieut.-Col. Sir F. T. Sargood N. Thornley.

William Henry examined by the Committee.

John William Anderson examined by the Committee.

Thomas Gray examined by the Committee.

John Cooke examined by the Committee.

The Committee adjourned until Tuesday next, at Three o'clock.

---

TUESDAY, 8<sup>TH</sup> NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;		
The Hon. J. C. Campbell S. W. Cooke E. J. Crooke		The Hon. C. J. Ham Lieut.-Col. Sir F. T. Sargood G. Simmie.

George Hope examined by the Committee.

The Hons. S. W. Cooke and E. J. Crooke here entered the room and took their seats.

Examination of witness continued.

Frederick Tate examined by the Committee.

The Hon. C. J. Ham here entered the room and took his seat.

Examination of witness continued.

Alfred L. Joubert examined by the Committee.

David Wilson examined by the Committee.

The Committee adjourned until Tuesday next, at Two o'clock.

TUESDAY, 15TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. S. Austin	The Hon. C. J. Ham
J. C. Campbell	Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
E. J. Crooke	N. Thornley.

Alexander Bruce examined by the Committee.  
 The Hon. E. J. Crooke here entered the room and took his seat.  
 Examination of witness continued.  
 The Hon. N. Thornley here entered the room and took his seat.  
 Patrick Robertson Gordon examined by the Committee.  
 The Hon. C. J. Ham here entered the room and took his seat.  
 Examination of witness continued.  
 Thomas McFarland examined by the Committee.  
 The Hons. S. Austin and J. C. Campbell here entered the room and took their seats.  
 Examination of witness continued.  
 A. McNaughton examined by the Committee.  
 F. W. Vear examined by the Committee.  
 The Committee adjourned until to-morrow, at Two o'clock.

WEDNESDAY, 16TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. S. Austin	The Hon. P. Phillips
J. C. Campbell	Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
C. J. Ham	N. Thornley.

William Reynolds examined by the Committee.  
 The Hons. S. Austin and J. C. Campbell here entered the room and took their seats.  
 Examination of witness continued.  
 The Hon. P. Phillips here entered the room and took his seat.  
 Examination of witness continued.  
 William Anderson examined by the Committee.  
 The Hon. N. Thornley here entered the room and took his seat.  
 Alfred Simpson examined by the Committee.  
 The Hon. C. J. Ham here entered the room and took his seat.  
 Examination of witness continued.  
 George Edward Siddall examined by the Committee.  
 Elisha Meadows examined by the Committee.  
 David Wilson further examined by the Committee.  
 The Committee adjourned until to-morrow, at Two o'clock.

THURSDAY, 17TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. J. C. Campbell	The Hon. Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	N. Thornley.
C. J. Ham	

David Wilson further examined by the Committee.  
 The Hon. C. J. Ham here entered the room and took his seat.  
 Examination of witness continued.  
 The Hon. N. Thornley here entered the room and took his seat.  
 Examination of witness continued.  
 Samuel James Perry examined by the Committee.  
 John F. Graham examined by the Committee.  
 John Clayton examined by the Committee.  
 David Martin examined by the Committee.  
 The Committee adjourned until Tuesday next, at Two o'clock.

TUESDAY, 22ND NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. J. C. Campbell	The Hon. Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
E. J. Crooke	N. Thornley.

Anthony B. Robinson examined by the Committee.  
 The Hons. N. Thornley and E. J. Crooke here entered the room and took their seats.  
 Examination of witness continued.  
 Reginald Argyle examined by the Committee.  
 J. Edward Handbury examined by the Committee.  
 Alexander Hunter examined by the Committee.  
 D. E. Martin further examined by the Committee.  
 The Committee deliberated.  
 The Committee adjourned until to-morrow, at half-past Three o'clock.

---

WEDNESDAY, 23RD NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. J. C. Campbell	The Hon. Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
E. J. Crooke	N. Thornley.
C. J. Ham	

The Committee deliberated.  
*Resolved*—That the Committee recommend to the Council the acceptance of the Bill with certain amendments, which were submitted and considered.  
 The Committee adjourned until Wednesday next, at Three o'clock.

---

WEDNESDAY, 30TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. S. Austin	The Hon. C. J. Ham
J. C. Campbell	Lieut.-Col. Sir F. T. Sargood
S. W. Cooke	G. Simmie
E. J. Crooke	N. Thornley.

The Committee deliberated.  
 The proposed amendments in the Bill were further considered and amended.  
 The Chairman brought up the Draft Report, which was amended.  
 The Committee adjourned.

---

TUESDAY, 6TH DECEMBER, 1898.

*Members present :*

The Hon. W. McCULLOCH, in the Chair ;	
The Hon. J. C. Campbell	The Hon. P. Phillips
S. W. Cooke	Lieut.-Col. Sir F. T. Sargood.
C. J. Ham	

The Committee deliberated.  
 The Draft Report and proposed amendments were further considered, amended, and adopted.  
*Ordered*—That the Chairman report to the Council.  
 The Committee adjourned.

---



---

---

MINUTES OF EVIDENCE.

---

---

## LIST OF WITNESSES.

---

	Page
H. Newman Reid ... ..	1
Thos. James ... ..	5
Wm. Henry ... ..	8
J. W. Anderson ... ..	12
Thos. Gray ... ..	16
John Cooke ... ..	17
G. H. Hope ... ..	22
F. Tate ... ..	26
A. Joubert ... ..	27
D. Wilson ... ..	28, 52, 55
A. Bruce ... ..	29
P. R. Gordon ... ..	33
T. McFarland ... ..	35
A. McNaughton ... ..	39
F. W. Vear ... ..	42
W. T. Reynolds ... ..	42
W. Anderson ... ..	45
A. Simpson ... ..	47
G. E. Siddall ... ..	49
E. Meadows ... ..	51
S. J. Perry ... ..	59
J. F. Graham ... ..	60
John Clayton ... ..	61
D. Martin ... ..	62, 75
A. B. Robinson ... ..	65
Regd. Argyle ... ..	69
J. E. Handbury ... ..	73
A. Hunter ... ..	74

# MINUTES OF EVIDENCE.

WEDNESDAY, 2ND NOVEMBER, 1898.

*Members present:*

The Hon. W. McCULLOCH, in the Chair;

The Hon. S. Austin,  
The Hon. S. Winter Cooke,  
The Hon. E. J. Crooke,  
The Hon. J. C. Campbell,  
The Hon. C. J. Ham,

The Hon. P. Phillips,  
The Hon. G. Simmie,  
The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. N. Thornley.

Henry Newman Reid, examined.

1. *By the Hon. the Chairman.*—What are you?—General manager and secretary of the Portland and Western District of Victoria Freezing Company.

2. Have you read the Bill now before Parliament?—I have read the details in the newspapers, and have glanced through a copy this afternoon.

3. Then you can scarcely say whether you are in favour of the Bill or not?—The regulations were published in the *Argus*.

4. Have you seen the amendments suggested?—Yes.

5. The one agreed to by the Dairymen's Association?—Yes.

6. Do you agree with the Bill?—I disagree with it in many respects.

7. To which clauses do you refer?—On page 3, clause 5—"The Governor in Council may provide for the establishment of cool stores, or by order declare any building to be a cool store within the meaning and for the purposes of this Act."

8. You do not disagree with the Bill up to that clause?—No. We object to the establishment of cool stores by the Government on the ground that they compete very much with our existing works. We are a company comprising 900 shareholders, and have invested something like £20,000 in works modern and up-to-date. The works have been erected somewhat in anticipation of the production of stock suitable for freezing purposes. As a general rule the works in New Zealand have to be erected, and an outlet provided before the breeders raise suitable stock for freezing. The last three or four years have been so disastrous that there has not been a surplus of stock for our operations, and the company decided to erect a plant and go in for freezing and canning rabbits. We have found that in this business, through the exceedingly low rates charged by the Department of Agriculture, it is with the greatest difficulty we can make ends meet. From our experience, the fact that the Department freezes rabbits affords facilities to men of a speculative class, who practically require little or no capital to carry on the business of exporters. If they can find sufficient money to pay the railway freights on the rabbits from the country stations, as fast as they can pack them and freeze them they are able to obtain advances on the Government cool storage receipts. While we are not opposed in any way to Government inspection, we found that we were compelled to get the Government to grade our rabbits for export, that is, frozen rabbits, and we said to the Department of Agriculture, seeing we had to have an expert from their Department—"Well, if there is any virtue in the Government stamp, we would ask you to allow your man who inspects to grade the rabbits which we can." That has been done, and we wrote to our agents in London calling attention to the fact that we were the only people canning rabbits in Victoria whose rabbits were subject to this inspection, and that that should be some guarantee of the quality, and that we should get a slightly better price than companies who to our minds were not putting up first-class stuff. However, our reports from home in answer to that were, that we could not, as it would be almost the same as a new brand on the market, and the buyers took very little cognisance of the brand being on it, that they went entirely on quality, and that the retailers were conservative men and would not handle a new brand at all, unless it was some very considerable pecuniary advantage to themselves. The consequence is that we had to get our brand established in the ordinary way, and had to accept lower rates for those goods. Then again, whilst the Department of Agriculture were branding our tinned rabbits, the other rabbits were coming to the city works to the speculators in Melbourne, who have a pretty good idea of what are likely to pass the Government grader and what will not. The speculator found that a few did not pass the Government grader, and had to be sold in the market, and he had to pay market dues on them. If they were up to a good mark he would pass them in and put them through the works, but what were too bad and likely to be condemned by the market inspector, were sent out to the little factories round Melbourne, and tinned for the public.

9. Then your principal objection to the Bill is that the Government charge too low a price for the work?—Yes. We say that the Government work at a rate which, in spite of their big turn-over, and in spite of the fact that we are able to work much cheaper than the work can be done in the city, owing to our having a natural supply of water and cheap fuel at our doors, and can run our plant at 8d. an hour, still we are not able to compete with them.

10. Do I understand you to say that you would rather not have the Government stamp on your meat?—We do not object to it. The only objection we would feel would be if a Government officer were stationed at our works for the purpose of inspecting our stock, it might be a good thing as far as other people are concerned, but it would be no benefit to us, unless an indirect one in checking other people, and we find the buyer at home is a good judge of the article. We are often guided in our purchase of stock by the demand in the market that the stock is to meet, and we only gain that knowledge from our reports and account sales of the various grades. If we send inferior stuff home we are likely to be landed in a good loss.

11. I understood you to say that in Melbourne when the rabbits are rejected as too bad for freezing, or in the works, they are sent out and put into tins?—Yes.

12. Would it not be a good thing if all the rabbits were inspected before they went into the tins?—Yes, though up to the present it has made no difference to us, I think it would be.

13. Would it not be an advantage to the English consumer if he knew that all rabbits in the tins had been inspected?—Though, at the present, we have not benefited, I think ultimately it would be.

14. *By the Hon. C. J. Ham.*—Do you speak from your own knowledge when you say that rabbits unfit for human food are tinned for the local market, or is it merely from hearsay that you make that statement, for it is a very important statement?—I know it is. My statement is founded on hearsay greatly, because the factories will not allow us inside their doors. They will not allow us inside, but the officers of the Agricultural Department are my informants, and I must say, in justice to the officers of the Department, that that has been put a stop to in Melbourne by them.

15. *By the Hon. the Chairman.*—I understood you to say that if all rabbit-tinning factories and the rabbits were inspected and passed by a Government inspector, and the meat, too, passed as fit for human food, it would be an advantage?—Yes.

16. Is there any other clause that you wish to speak on?—In regard to that clause I would like to speak about the sheep freezing. I would like the regulations to be known before the Bill were passed if possible. But I see the Governor in Council may make the regulations. That, I take it to be, is the Minister of Agriculture for the time being.

17. What clause is that?—Clause 12. It is only about the meat and rabbits that I wish to give evidence.

18. Would it not be objectionable if there were regulations that they could not get altered without going to Parliament; do you not think it possible that regulations might be passed by Parliament which might be found in working not suitable?—Practically, there is very little of the inner working of the Act shown in the Bill. If the general regulations were given they might be altered from time to time. There is nothing but an outline given in the Bill. In connexion with that I would like to say my reason for making an objection is that the past three or four years the Government have been freezing stock in the city works at rates which have been challenged from time to time, and which we say are unprofitable and a loss to the country, and this may be continued. The fact is that it cost the Government one year £6,000 or £7,000 for the loss. Yet the departmental officers say the rabbits pay well and the mutton pays well, still, on one or either, or both, there is a loss.

19. Butter is a large item you must remember in the freezing works?—In regard to that, I thought it might be interesting if I submitted some figures as to companies' rates in this and other colonies. The Government charge 8d. for freezing the carcass of a sheep, and finding the bag which costs about 2½d. We say that cannot be done under about 1s. 3d. or 1s. 4d. I may say the Department of Agriculture in South Australia do the same business, although they slaughter, and their rates are more on the basis of freezing companies' charges. They charge 6d. a box on butter, but that 6d. covers the putting into the vessel. Of course, there the vessel is alongside the freezing works, which are on the wharf.

20. What do you charge in Portland?—We do not handle butter. We had hoped to get a portion of that trade, but it has become centralized in Melbourne.

21. How often do ships come to Portland?—As often as they can get cargo. We would require a vessel every fortnight if we were in full operations.

22. Is there any other clause you wish to speak on?—My evidence is principally in regard to those regulations, and to show the difference in the charges. We complain that the Government charge too little, and, although the desire of the Government is to assist the local enterprise, we maintain that in those low charges the Government is not assisting the Victorian producer. About 96 per cent. of the sheep going through this market are New South Wales sheep. We are informed that the rates are to assist the Victorian stock-owners, whereas the men getting the benefit of the low rates are dealing with New South Wales sheep.

23. Do you lose anything on account of the low rates charged by the Government?—Yes. This season sheep have been bought up and brought to Melbourne for export.

24. Do you know any one who has done that?—John Cooke has bought some, but he has his own freezing works, so that would not apply.

25. Do you know any one else?—Yes; Mr. Thomas McFarland is buying stock, but I could not say in our district.

26. Give us an instance where you have lost by those low rates?—I could not instance any direct loss, but I say the difference in the charges would pay a man to buy the sheep at our doors and bring them down to Melbourne. It costs about 1s. per head to bring them to Melbourne.

27. There is not that difference between the charges?—Yes; we charge what we call a consolidated rate. Our charge per head for, say, a 52-lb. sheep would be at the rate of 35d. per lb. That would be about 1s. 7d. to 1s. 8d. a carcass; that is for freezing and bagging.

28. The Government do not slaughter?—No, but against that, when we slaughter we get so many of the by-products, which more than counterbalance the cost of slaughtering. We have manure works. We refine the oil, and can the tongues.

29. What would you charge a farmer or squatter per head, comparing with the charge of the Government. I understand they charge 8d. per head for the freezing and bagging?—37d. per lb., including the slaughtering. I say it would not be fair to deduct the slaughtering, because we have various by-products which are taken into account in making up our charges.

30. The Government do not slaughter; that is done by people outside. There is Mr. Anderson, for instance, who does that work?—Yes.

31. They make a certain charge for doing that work; do they not take into consideration the by-products?—Yes, and if the owner gets the allowance for them from the person getting them, it comes to the same thing.

32. You say the Government charge too little and much less than you do; I want to know your charge as compared with theirs?—On a 51-lb. sheep our charge would be 1s. 5d. I say that although we slaughter it is about the same, because we take into account the by-products.

33. You think the Government should make a higher charge than they are doing at present?—Yes.

34. How much higher?—We think about 1s. 3d. or 1s. 4d. We do not mind them being below our rate if they do not do it below the cost price.

35. Do you say freezing works here can compete with the works at Portland?—I mean if I seek to make an arrangement with an owner he says—"I cannot pay that much, because the Government will do it for so much."

36. You say 1s. a head to bring the sheep to Melbourne, and 8d. for the work the Government do?—The stock is not exactly at our door; we may have to bring them 60 or 70 miles, truck them, or drove them.

37. I suppose you are aware there is a considerable loss on long journeys in getting them smothered and so on?—Yes.

38. *By the Hon. Lieut.-Col. Sir P. T. Sargood.*—I think you stated that the buyers in London do not value the Government brand?—Yes.

39. That is the advice you receive from your agents in answer to correspondence you sent home on the subject?—Yes.

40. And they said if you wanted to produce that brand it would be a new brand, and you would have to put up with a lower price until it was established?—Yes. In fact, one of the agents visited the works about a month ago and explained the process of sampling.

41. Is there any special advantage in having the sheep killed at your freezing works?—Certainly. Our works have been designed with the object of the sheep receiving no handling after being killed. Sheep that are slaughtered and then sent some distance are like rabbits and other produce, they get flabby and do not set well, besides being soiled. In our works they go by gravity from the slaughter-house on an overhead railway to the freezing-house, and from the time they are slaughtered until they are frozen they are practically without handling.

42. Do you think you turn out frozen sheep in better condition than sheep slaughtered at Flemington, and then frozen at the proposed works at Port Melbourne, would be?—Yes, not only for that reason but also on account of the long railage of the live sheep. The long railage heats the blood of the animal, and it is a serious drawback to freeze mutton when it is heated. We have accommodation for sheep; we also rent paddocks and give a plentiful supply of water, and never slaughter under 24 hours' rest after arrival at the works. Here in Melbourne they are taken out of the trucks at Newmarket and handled about, and taken off somewhere else to be killed.

43. Would that apply to any sheep killed in or about Melbourne?—Yes.

44. In no instance are sheep killed in the Melbourne district and put into the freezing works at once?—Those that go through here are killed in Melbourne. In some cases, a year or two ago, they were carting meat in 7 or 8 miles to the freezing works.

45. Is there any provision in or about Melbourne for a sheep being killed and put direct into the freezing works?—Only in the case of Mr. John Cooke.

46. Have you had any experience in regard to obtaining freight; have you had any difficulty in that direction?—We had a little difficulty this last season, which I understood was partly due to the sale of a number of refrigerating vessels at the time of the American-Spanish war.

47. Have you secured your freight yourself, or got it through the Government?—Secured it ourselves.

48. You do not think you can do that business better than the Government can do it?—Yes, we can get  $\frac{1}{2}$ d. freight, instead of paying  $\frac{3}{4}$ d.

49. Is that exceptional?—No. I think on the rabbits we had to pay the same rate, because it is fixed at 70s. I am told that in New Zealand it is 45s. as against our 70s. per ton. We are now paying 70s. on rabbits, and five-eighths of a penny on mutton per lb.

50. Is that more or less than the Government rate?—I cannot tell what the present Government rate is; it was  $\frac{3}{4}$ d.

51. Do you think the Government coming in as a competitor would have the effect of increasing or decreasing the rate?—I would rather make my own arrangements. I think that any benefit we would get at one time would be overbalanced by the rate at another time.

52. Have you had any experience of the insurance of sheep?—Yes.

53. Has there been a greater or less amount of claim made on those sheep passed by the Government?—I cannot say, but with rabbits we have been two seasons in operation, and have not had a single claim on a rabbit sent to London. Every one knows there have been very heavy claims on those exported through the Agricultural Department, and it has had a great effect on the premiums charged. The charge has been up to eight guineas a £100.

54. Will the Government inspection increase the cost of production?—I cannot see from the Act that there is provision made as to whether we would have to pay the cost of the Government officer at the works to inspect. If it be the case that the inspector were to be at the works it would be as necessary for the man to be continuously at the works as for the manager. He would have to be probably a higher salaried officer than the manager, and I think the company often finds it difficult enough to find the money for the manager. I do not know how it would be with the company in bad seasons. I think it would be said—"If we have to provide for the cost of this inspection we shall not run this season." We would not run the works unless there was a margin left to cover such cost.

55. Either the company or the country would have to pay the inspector?—Either the company or the country. We say that personally we do not think we would derive a *quid pro quo* for the inspection if we had to pay for it.

56. If the expense were incurred by the company, would you be able to compete with New Zealand or New South Wales, where the companies are not put to that expenditure?—In certain years we might. We are in the position at present that we cannot compete with New South Wales. During the past year mutton has been cheaper in Sydney than in Victoria.

57. On account of the stock tax, apart from anything else?—We did get some sheep from South Australia. Of course we had them under bond for treatment, but we maintain in our district that if the stock tax be abolished growers would be able to grow better stock for our purposes by getting larger-framed merino sheep from the Riverina to breed from.

58. As far as your company is concerned, do you fear there is any great necessity for this Bill?—No, we do not fear any necessity at all.

59. You are content to go on as you are?—Yes.

60. And you think if left to go on as you are you are as likely to make money as with the inspection?—We think more so. We contend that the foremen butchers that we get, men of long experience, are as well able to detect disease in meat as any Government inspector we could get.

61. Have you had any application from home that the meat should be inspected?—No. We sometimes get the stock inspector's certificate. The stock inspector would be notified by me that we were putting through 5,000 or 10,000 sheep, and he would visit the works, and by the time he arrived half the sheep would be through the freezing chambers. He would visit one day, and if we had a sheep with any disease we would put it by to show him. Perhaps he would visit us once or twice a month. He would know the station the sheep came from, and would give a certificate that the sheep were free from disease. We found the only requisition for the stock inspector's certificate was if the produce was going to a continental market. They did not bother us for it at home, and we did not bother about it.

62. *By the Hon. the Chairman.*—Have you any inspection now with the rabbits?—Yes, we have a Government officer stationed at our works all the rabbit season, and we pay him.

63. Then you would be no worse off in that respect if the Bill were passed?—It is different a man grading and inspecting rabbits and sheep, because with the rabbits he handles every one, and it does not cost us much, as, were he not there, we should have to pay one of our own employés to do it, but if you were to put a Government inspector there to grade our mutton, he would not save us a penny in the shape of our master butcher, who supervises the slaughtering; he would be an extra tax.

64. Would he not be able to do both the sheep and rabbits?—He would then merge into an employé of ours. The rabbit grader has to put in his twelve or fourteen hours a night sometimes.

65. Is it a fact that in sending mutton to the Cape of Good Hope and some other places outside of London they require a certificate; would you not have to send it?—It is on the stock inspector's certificate; that is the one I have alluded to that we had.

66. *By the Hon. S. Winter Cooke.*—This certificate, given by the inspector, has been given really on your word?—He would come to our works, and we would tell him what sheep we had. "We have 1,000 from such-and-such a station, and so many from such a station," and perhaps he would see, on the day he called, sheep from one station, and there would be 30 other lots he would certify to that he would not see.

67. To be effective, he would have to be there the whole time?—He would have to live on the premises.

68. Has the inspector of rabbits rejected for size or only for unsoundness?—For both.

69. You say the company prefer to send only a certain size home?—Yes.

70. Under this Bill the inspector has no power to reject for size?—He does. We say we do not cavil at that; we are satisfied with his inspection.

71. If other companies decided to send home very small rabbits or very small sheep, as I understand the Bill, they could send them. Is that your view of the Bill. The Bill says nothing as to the going out of the colony of what is unsound or unfit for human food, but the desire of the community is to prevent anything going out of the country which would affect the market. Do you understand from the Bill that you can send out what sized rabbits and sheep you like?—Only as far as the inspector passes them. I take it that the inspector has discretionary power. I have seen nothing to hinder an inspector passing small-sized rabbits.

72. *By the Hon. the Chairman.*—There is nothing to prevent them sending anything as long as it is sound?—No.

73. *By the Hon. S. Winter Cooke.*—What the public thinks and what the Bill means may be different?—As far as mutton goes I should be against the Bill if it debarred us from sending mutton under 48 lbs., because in Manchester, and some other places, it is not retailed by the pound but by the joint, and the purchaser does not want it with too much fat. He wants to give his customers as much meat and as little fat as possible, and the demand there is for light-weight sheep. That is a question that comes in with us; in grading we grade mutton in different classes, and we have found sometimes that what we consider inferior grades when put in parcels, with those who bought 50, it is like sending a "spot" line to auction; but if we put in a line up to 200 or 250 it often brings as much as the best grades.

74. Have you sold any rabbits without the Government brand?—No; the Government inspector has been there ever since we started with the rabbits.

75. *By the Hon. C. J. Ham.*—Has the inspection been of practical value to you at all?—I do not know that it has. Of course, in regard to the frozen rabbits, I believe that the time that the inspection has been in operation it has come to be adopted as a standard to buy by. If a speculator in rabbits came and asked for a quotation for 3,000 crates, the fact of my having had them passed by the Government would preclude him claiming from the company on account of quality.

76. *By the Hon. S. Austin.*—It has been alleged that the necessity for inspection of meat has arisen because inferior or diseased sheep have been frozen and sent to the London market; I suppose you have reports on the shipments you have made?—Yes.

77. Would you state to the Committee if they have been all satisfactory, or if there have been any complaints?—We have never had a single complaint about disease. We have had complaints about the range of grades, but the sheep are sent home under best marketable grades. If we get a line of sheep of prime quality they are sent home as prime; and, if they are second class, as such.

78. You have had no complaints of meat being unfit for human consumption?—No. If we sent home diseased meat once or twice we should soon have to put up our shutters.

79. It is against your interest to do so?—We desire to make a name.

80. With regard to the inspection; would it not be necessary for the inspector to be located the whole time at the works, and see every sheep slaughtered?—Yes; he would have to reside in Portland all the time we were slaughtering.

81. *By the Hon. J. C. Campbell.*—With regard to your slaughtering establishment; you have cooling-rooms in which you put the carcasses before putting them into the freezing chamber?—Yes, louvered artificial chilling rooms.

82. Have they the same advantages at the Melbourne abattoirs?—I do not know whether they have now; I have not seen them for the past three years.

83. With regard to the inspection of mutton at Portland, I presume you have a Board of Health inspector there?—Yes.

84. Would he not be quite sufficient as an inspector instead of having a permanent Government officer; he would be a Government officer, would he not?—He is usually a district medical officer, and I suppose a doctor in a district could hardly afford to stop at the freezing works all day and neglect his patients for £5 or £10 per annum.

85. *By the Hon. E. J. Crooke.*—You said you had no objection to Government inspection in regard to rabbits; do you think it an advantage to have the Government brand attached to the rabbits?—I have stated why I consider it might be an advantage in frozen rabbits, because it has been adopted in the colony as a standard whereby to sell. I am not opposed to it. It is of advantage to us where we make sales at this end, and on the whole, I would just as soon continue it.

86. *By the Hon. the Chairman.*—How long have you been manager of that company?—I went down at the inception of the company, in 1894.

87. I think I have some recollection, when your Bill was before Parliament, of a telegram coming from you, or some one, asking for an inspector to be sent to inspect your rabbits?—Before we started freezing rabbits, there was a speculative company trading in the market, who came to us and asked for so much space for an order they had in London. We let the chamber at so much a week. They had a buyer from Liverpool, named Tucker, who decided he would grade his own rabbits, and not have the Government stamp. When they came to ship, I understand, the Government interposed in some way and sent the rabbit inspector, Mr. Hart, to inspect before they would allow them to be shipped. Then when we started, we did ask for an inspector, and when the inspector is down there it sometimes happens the man gets tired of the place and wants to leave, and if he gives me notice, I have to telegraph to Melbourne for another man to take his place.

88. If this Bill does not pass, you would have no objection to the Government withdrawing the inspection?—No, we are able to grade for ourselves.

89. *By the Hon. E. J. Crooke.*—You say you have all the mutton inspected?—No, not by Government.

90. I was going to ask what you do with your diseased carcasses?—We have a boiling-down plant. We extract the tallow, and we convert the "hashmagandie" into manure.

91. You say that the business is centralized in Melbourne; can you suggest any means of bringing the trade to other ports?—We are going to get a jetty, and when we have a sufficient variety of products to make it worth while the ships calling, we will get a good share of the trade. We hope to get some of the butter to ship from there.

92. Would that be an advantage to the producers?—Yes; at present it has all to be handled and sent from our own district to Melbourne to the cool stores there, and then out of that into the ship. In our case it would be sent direct to us, and when we have the jetty the butter would come out of the chamber and go direct on to the ship.

93. You spoke of 70s. freight on mutton and 45s. on rabbits; do you ship from Portland?—Yes, as a rule, unless at the end of the season when we might have a tail end and shut down, but while a ship can get 3,000 carcasses of mutton she will call. We have no difficulty in making arrangements for freight unless there are some phenomenal circumstances.

94. *By the Hon. G. Simmie.*—You say you have no objection to the Bill if it is not too expensive?—If we have not to pay for the inspection we have no objection to that, but we have objection to the Bill because it empowers the Minister to erect cool stores, and that creates Government competition. We do not object to the inspection if we have not to pay for the inspector.

95. *By the Hon. the Chairman.*—You object to clause 5?—Yes.

96. It says—"The Governor in Council may provide for the establishment of cool stores, or by order declare any building to be a cool store within the meaning and for the purposes of this Act." You object to that?—Only what may be implied from the clause that in the erection of cool stores the Government may continue the work as they are doing now at a loss.

97. You think if the Government did not continue the work at the present rate you might get more to do?—We do not object to their doing the work if they run the building at cost.

98. You suggest there should be a higher charge on mutton and rabbits?—Yes.

99. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If the Government decided to have cool stores?—Yes.

100. *By the Hon. S. Winter Cooke.*—You object to the Government doing the work except at the usual terms?—The works afford, as I say, a means for speculators or men with little capital to operate; in fact, I and another manager were saying it would pay us to throw up our billets and come to Melbourne, and take a stall in the market and export rabbits and mutton under the auspices of the Government, that is with our experience.

101. *By the Hon. the Chairman.*—You do not think it is advisable for the Government to give encouragement to destroy the rabbits any further?—In our district we have four factories, and the speculative buyer getting the rabbits in the winter time, when the skins are a little more valuable, comes and trots up the price. As an instance, last year one man in the market came up and did that, and now the trappers are wanting their money. That often happens, and then the speculator carries on the work in the name of his wife.

102. *By the Hon. J. C. Campbell.*—Would there not be a market in London for small rabbits?—We have four grades in London; they start at 4 $\frac{3}{4}$  to 5 lbs. a pair; then we have small rabbits, and grades of skinned rabbits. I do not think it would be possible or profitable to send much smaller rabbits.

*The witness withdrew.*

Thomas James, examined.

103. *By the Hon. the Chairman.*—What are you?—Manager of the Western and Wimmera Districts Freezing Works at Geelong.

104. Have you read the Bill and the amendments proposed to be put in?—Yes.

105. Do you object to the Bill?—I object to it, as I object to Government interference with our business in any shape or form. I cannot see that the inspection of the meat—of which I only speak, knowing nothing of rabbits or butter—by an inspector here will do us any good at all.

106. Is your meat inspected now?—No, not by the Government.
107. You do not send any meat except to London?—Only to London.
108. Are you aware that if you sent to other parts of the world you would have to have inspection?—Yes, there are one or two places, such as Malta and Gibraltar, where it would be necessary. We did freeze some for John Cooke for Gibraltar, and we got a certificate from a local man.
109. Would that apply to the Cape of Good Hope as well?—I do not know.
110. You object generally to the Bill?—Yes.
111. Did you read an account that appeared last session, where there was a charge made in the English Parliament that the meat coming from Australia and the colonies generally was diseased?—Yes, I saw that. I think the gentleman who made that statement retracted it afterwards.
112. Do you not think it would be an advantage to say the animal was passed by a Government inspector before being killed, and a certificate going home with it?—Possibly.
113. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What brand do you use?—The Polar brand.
114. And you get orders from time to time for that brand?—We sometimes get orders for that, but we freeze for other people as well.
115. Do you ever get applications for meat with a special Government brand?—No.
116. Have you had correspondence with your London agents on that point?—No.
117. You do not know their opinions on that point?—No. I had several years' experience in New Zealand, and there I never heard of such an application. I refer now to the Auckland and New Plymouth Freezing Works.
118. Do you think there is much inferior meat shipped from Geelong, if it is a fair question—I do not mean bad meat?—We do send inferior meat, we send all our best grades under the Polar brand. We do not put that brand on the second or third class meat, and the stuff that is too poor to send at all we boil down.
119. You find there is a sale for second-class meat?—Yes.
120. Have you gone into the question of a charge by the Government for freezing and bagging?—Yes.
121. Do you think that work is carried on at a gain or a loss to the Government?—A loss.
122. Can you do it at a lower price than the Government?—No; we cannot come near their price. I have lost business repeatedly through it.
123. They are underselling you?—Yes. When it comes to dealing with New South Wales sheep, where we get most of our stock from, speculators bring them down here—I do not know who they are, though I have heard the name of one gentleman, a Mr. McFarland. He buys in New South Wales and freezes through the Government; I asked for his business and got some of it last season, but this season he says—“No, I can do it cheaper through the Government works; I cannot give you the stock to do,” although I offered to compete with the Government by paying the railage from Melbourne to my works.
124. Does it mean that the general public of Victoria pay for freezing the sheep from New South Wales?—Yes, by paying the loss the Government make. Our shareholders pay their quota on that loss, and I think that a great injustice to them.
125. What is the relative proportion of New South Wales sheep as compared with Victorian sheep that are frozen generally?—I can speak for myself. I know that last season we did about 54,000, and not one hoof of those were Victorian; the whole of that stock came from New South Wales.
126. Do you know at all what quantity of New South Wales sheep the Government freezing works passed through last season?—I do not know.
127. Are your works sufficiently large to do a bigger trade than you are now doing?—Yes; that is one of the annoyances, that we are practically seven months idle in the year.
128. *By the Hon. the Chairman.*—Is that in the dry season?—Yes, it occurs mostly at that time, but at the present time I could do more than I am doing.
129. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If the trade increased, are the company prepared to spend more?—Yes, the works are designed with the idea of doubling the capacity.
130. Is that without Government assistance?—We have had no Government assistance excepting that the Government refunded the duty on the machinery to us.
131. *By the Hon. S. Winter Cooke.*—Do you handle any butter in your works?—No, we have none, although we have rooms designed for it specially.
132. Why is that?—It passes within 300 yards of our works by rail to the Melbourne chambers.
133. Is it that the boats will not come to your pier, or is the carriage cheaper from Melbourne?—The people like their butter to go by the mail boats, but a large proportion of it does not go by them, which we might handle.
134. Is it sent by the Government by the mail steamers?—Yes, and also by the Lund and the Gulf lines.
135. That butter is attracted to Melbourne because the work is done cheaper here?—Yes.
136. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—I forgot to ask what the effect on the freight market is through the Government being an applicant for freight?—That  $\frac{3}{4}$ d. per ton freight on meat which the Government fixed up is now three years old. I believe that arrangement took place before I came here. If there are three or four applicants for freight the owner hardens his tone.
137. Have you had difficulty in securing space in consequence of the competition?—We had no difficulty. Last year we were paying five-eighths of a penny as against  $\frac{3}{4}$ d.
138. *By the Hon. the Chairman.*—That is an advantage to you?—I am sure Thomas McFarland does not pay  $\frac{3}{4}$ d.; he makes his own arrangements; that is how I understand it.
139. Then the Government contract does not affect him at all?—No, I do not think so.
140. *By the Hon. S. Austin.*—What are the reports you have had from home?—Of course, we, like most other freezing companies, made a point of trying to make our name, and with the Polar brand we were careful in the grading and inspecting of the stuff, and we have the reports here coming from different people. Here is one from Mr. Weddel, dated the 5th of February, 1897—“Some particularly prime sheep hailing from the western district of Victoria have been selling at  $2\frac{1}{4}$ d. and  $2\frac{3}{4}$ d. per lb. They are certainly excellent in every way, and superior to many North Island (New Zealand) sheep. No other Australians are making more than  $2\frac{1}{2}$ d. per lb.”

141. *By the Hon. the Chairman.*—There is no doubt you send good mutton?—Our reports are good.

142. Can you explain the difference; I know that from Geelong and the Western district you send the best mutton; have you ascertained the difference between that and the New Zealand mutton?—I do not know. I know that when I first came from New Zealand and saw the stuff here I preferred it to what I sent from the North Island.

143. *By the Hon. N. Thornley.*—Is there not more meat and less fat with the New Zealand mutton?—Not in the North Island.

144. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have they not the name, and we have to make it yet?—There is something in that. They know the difference between Victorian, New South Wales, and New Zealand meat in the home markets.

145. *By the Hon. the Chairman.*—They call it Australian or New Zealand?—It is different in the Monday mornings' reports.

146. There are three kinds in New Zealand, and here we are quoted as "Australian" mutton; ours ought to be as good as the North Island mutton?—I say as to inspection improving it that I do not think it will.

147. *By the Hon. J. C. Campbell.*—Have you ever heard of any diseased meat, or meat not suitable for human consumption, going home from Victoria?—No, I have not. In that connexion, Mr. Borthwick, who is a large agent on the London market, says he has never known of a diseased carcass coming from Australia.

148. From Victoria?—That includes Victoria.

149. Have you ever heard of any diseased meat going from Queensland?—Only what I saw in the papers; that is, where they have an inspector.

150. *By the Hon. the Chairman.*—Do you think the inspection told against it?—I do not think it is much good.

151. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Was that bad meat or only badly frozen?—It was diseased. I think it was produced in court and shown to be diseased.

152. *By the Hon. N. Thornley.*—You attach a good deal of importance to a brand, do you not?—That is our name.

153. Then if the Government inspection resulted in only a good class of sheep like the Polar sheep going home, would that not be a good result?—Yes, but we contend we have greater interest than the Government in making that name.

154. That is a different matter from the Government system of branding or interference, if you choose to call it so; you say the Government coming in is unnecessary; if the Government coming in to inspect results in another Polar class of meat which is so much sought after, would that not be a good thing for the colony?—Yes, decidedly; it would be for the people who have an inferior brand now.

155. *By the Hon. the Chairman.*—There are cases here, when the markets are glutted, of butchers buying inferior sheep at a cheap rate, and sending them home, and getting the meat from here a bad name?—I believe if there were any quantity of that sold it would have that effect.

156. Might it not injure the good name of Victorian mutton, taking Victorian mutton alone, say it were reported as all Victorian mutton; would it not be a better thing to have a brand?—Yes.

157. Then if there were a Government inspection to check that it would be a good thing?—Do not you think that would right itself by affecting the men's pockets?

158. It would affect other people's pockets, too; it would affect the good name of Victorian mutton?—Yes.

159. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would an inferior shipment or shipments going home have any effect on the sale of your brand?—I do not know; it would depend a good deal on what kind of market it might hit.

160. Take a normal market?—I could not say.

161. *By the Hon. S. Winter Cooke.*—What do you understand the Chairman to mean by the word "inferior" —

162. *By the Hon. the Chairman.*—I do not say "diseased," but poor stringy stuff, "lanterns" you may call them?—That would be one of the causes of difficulty between an inspector and myself, say it was a matter of opinion whether a certain sheep should go or not. Speaking from my point of view, I think we have done fairly well in our works in the way we have graded our sheep, and inspected them, and sent them home. We have made our name, and if an inspector were put in there, it might cause any amount of annoyance—I would not brook his interference, and his being put over my head to say that the company should send certain sheep and not others, because they were inferior.

163. The Bill does not say that at all, it only says as long as it is not diseased?—That is no good at all. Our butchers now, in handling a sheep, draw the attention of the head butcher if there is anything the matter with a carcass.

164. You are aware that this Bill does not prevent anything going away, unless it is diseased, and unfit for human food?—I thought it was going to be a question of quality and condition.

165. It is only guaranteeing the people at home that the food is sound, and fit for human food, when sent away from Victoria, and you would have a certificate to send home if it were passed?—Just so.

166. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think that certificate would be worth much?—No, not the paper it was written on.

167. *By the Hon. the Chairman.*—You have sent meat to Malta and other places?—Nothing diseased has gone out of the port.

168. You are speaking of your own place?—I am only speaking of my own place.

169. I think I am correct in saying that at the Cape of Good Hope they will not allow the meat to land without a certificate as being free from disease, and branded by the Government as such?—It may be so.

*The witness withdrew.*

*Adjourned to to-morrow, at Three o'clock.*

THURSDAY, 3RD NOVEMBER, 1898.

*Members present:*

The Hon. W. McCULLOCH, in the Chair;

The Hon. J. C. Campbell,  
The Hon. S. Winter Cooke,

The Hon. N. Thornley,  
The Hon. Lieut.-Col. Sir F. T. Sargood.

William Henry, examined.

170. *By the Hon. the Chairman.*—What are you?—Manager of the Western Meat Preserving Company, Warrnambool.
171. Have you read the Bill?—Yes.
172. Do you approve of it?—I object to it in its entirety.
173. Is there any particular clause you object to more than others?—There are some of the clauses I do not take any notice of.
174. What is the first one you object to?—Clause 4. There is no provision made as to who is to pay the salaries of the inspectors who may be appointed under this clause.
175. What do you freeze?—Rabbits and poultry; no sheep or beef.
176. Have you had an inspector so far?—We have had the rabbits graded by the Government grader.
177. Have you paid for that?—Yes.
178. Do you object to pay?—Yes, because we have no control over him.
179. Did you ask for him to be appointed?—We had to, to obtain the brand.
180. How can you obtain the brand if you do not have a Government inspector?—That is what I object to; it is an unnecessary infringement upon private capital to say the Government shall dictate to people who invest their capital in business what they shall turn out, and what they shall not turn out, and have supreme control over their arrangements.
181. You have not been compelled to have inspection?—No, but the Government, having gone so far, have placed such barriers in the road of producers that they cannot make their own shipping arrangements.
182. What are the barriers?—Securing all shipping freights so that outsiders who do not come under the pale of the Minister of Agriculture cannot make shipping arrangements. We have found that out, and were forced to sell in the colonial market, and sold to John Cooke and Co., who had some control over shipping arrangements.
183. The Government have a contract with the mail steamers and two other lines, how does that affect you?—We cannot ship.
184. Can you get a ship to call in at Warrnambool?—No, we have to send to Melbourne.
185. That does not prevent your sending by those vessels?—It does, because they will not take it. The Orient and P. and O. boats do not know whether they are going to get 500 or 1,000 tons from the Department. We have to wait until they have made arrangements with the Department of Agriculture, and we can make no arrangements whatever; we found it impossible to make shipping arrangements, through the intervention of the Agricultural Department.
186. The ships have to know before they leave Sydney?—They have so broken down tonnage arrangements and shipping arrangements that any one outside that pale is at a great disadvantage, and to come within the mark they have to do what we object to; that is, we have had to apply to have a grader under Government supervision, which is one of the biggest farces that ever existed.
187. Were you able to ship the goods when they were graded?—Not unless they came through the freezing department at Melbourne.
188. If you sold them to Cooke and Co.?—Then we were done with them; we thought that was the best way out of the difficulty.
189. Were they graded?—Yes.
190. If you sold them to Cooke and Co., you might have done away with the grader?—We had the grader, and it was a matter of keeping him on when we had him.
191. There have always been plenty of outside ships until this year?—The way of doing things in shipping perishable products, through the action of the Department, severely handicaps any one who is not within the pale.
192. I ship goods and I do not do it through the Department?—The name of the Honorable Mr. McCulloch is very different from our little company.
193. The shipping companies want their price—they do not care who it is?—So they do, but you come before them in a different manner to what we could.
194. If the Government did not interfere at all, you could do better with the shipping?—A great deal better.
195. You are not compelled to have a grader now?—We could not sell the stock locally unless it was graded, because the purchasers here have the same difficulty.
196. Is it not a fact that unless the rabbits sent to London are graded they cannot be sent to the Continent?—That I do not know, but I know the grading does not affect the London market.
197. If this Bill were rejected by the Upper House, you would be in a better position?—I think so. If the Bill stopped short at clause 1, short title, it would be a benefit to the country.
198. What difference will it make to you when the Bill is passed?—Take the grader, he is appointed by Mr. Hart, or Mr. Wilson, who is in charge of the Department; we have no control over the man when he enters our establishment.
199. What different position would you be in if this Bill is rejected by the Upper House to what you are in at the present time?—We would not be hampered by Government control. We will not be compelled to have a Government man in our establishment, although he is not our servant.
200. You are in that position now?—We would provide a much better man than the Government could give us, and then he would be under our control. We could order him to do sundry and divers things outside this particular work of grading.

201. You can do that now; the Government do not compel you to take one of their men?—They do, we cannot obtain the Government stamp unless we do.

202. Would you get the Government stamp if you had your own man?—No, we do not want it.

203. Why do you have a Government man now; this Act is not in force?—No, but at the present time they are working under a go-as-you-please arrangement, whereby it is made almost compulsory that the goods shall have this brand, and speculators say—"The Government say the goods must have this brand," and though they do not approve of the brand they have to have it.

204. I know that the buyers in Melbourne will not buy rabbits unless they have the Government stamp on them?—Wipe out this Bill and then see if that is the case; that will do away with the Government interfering with this brand.

205. This Bill is not in existence at all, and may never be in existence, so how does it affect you now?—The Department, through its action of jumping a position which it ought never to have jumped, has brought a bogy thing into existence.

206. Can you say what difference it will make if the Bill is passed; will it put you in a worse position than you are now in?—Most certainly. We are not compelled now to have a grader, but if the Bill is passed we would be compelled to have one.

207. You say you have to have one now?—I do not say we have to have one, but it facilitates operations, because the Government have jumped the position by having works here and taking supervision over the production of producers.

208. Unless the Government brand was of some advantage to you, you would not have it?—I would not give a spent match for the benefit of the Government brand.

209. Why do you keep the man there?—He is not there now because we have shut down. We find we cannot sell the goods here in consequence of the Government taking up a stand which we think they ought never to have taken up; they have brought the brand in a quasi-official way before the public, which they should not have done.

210. Why do you follow it then?—I do not think we will follow it if the Bill does not become law. Clause 5 says—"The Governor in Council may provide for the establishment of cool stores, or by order declare any building to be a cool store within the meaning and for the purposes of this Act." It is the unknown quantity in that clause that I object to, no one knows what the Governor in Council may or may not do. It is simply at the whim of whoever may be the Minister of Agriculture. At any particular stage he may bring forward regulations of an unknown quantity that will sweep away all the privileges that mankind is heir to. If it is put down in a tangible form, there it is—it is that and nothing else—you know what you are at, but the Governor in Council may do a lot of things.

211. Suppose they establish a lot more cooling stores?—We object to the Government establishing cool stores on their own account altogether.

212. You would like the goods all sent into your stores?—No, we do not do anything for the public. We only do it in connexion with our own business. If the Government are going to take possession of the business of the people, let them do so, but let them give a *quid pro quo*.

213. Was your business established before the Government did this?—Our business was established in 1869.

214. Were you shipping rabbits in 1869?—Yes. We were not shipping frozen rabbits then; we shipped preserved rabbits.

215. How long have you been sending frozen rabbits?—Last season.

216. I did not ask you about tinned rabbits; the Government do not send tinned rabbits?—We started freezing rabbits last year.

217. The Government stores were in existence before that?—Yes.

218. What do you complain of then; the Government did not start in opposition to your business?—They started in opposition in this way, that they have put that embargo upon our extending our business. The freezing is an extension of our business.

219. The Government were freezing rabbits before you started at all?—Yes.

220. Then they have not stopped your business?—That is one of the things that I object to. The Government freeze rabbits at 2s. per crate. We, or any other company, cannot freeze them under 2s. 11d., and I venture to say that we can freeze at a cheaper rate than the Government can. They bolster up a lot of itinerant men at the Melbourne market, and enable them, if they can only find sufficient money to pay the railway freight upon the rabbits, to start as exporters upon a large scale, the Government having provided them with a most expensive plant. They have nothing to pay, only to put a sufficient number of rabbits into the chamber to enable the accountant to make out an account, and get a cheque for what they have frozen. Those men can come to our very door, and through getting the advantage of 1d. per pair lower rate of freezing than we can freeze, they are enabled to enter into competition, and give 1d. per pair more to the trapper than we can give.

221. They have to send them by rail from there to Melbourne; is not there a great risk of their going bad upon the journey?—In that case they are pitched out, and the unfortunate trappers have to lose them.

222. What is the expense of sending them here from Warrnambool?—About 80d. per pair.

223. It is not all profit then?—I only instance our own case, and we have to pay freight for our frozen rabbits to Melbourne, which equalizes that.

224. How do you send yours?—By train. We have to pay £8 3s. 4d. per truck.

225. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—The object of the supervision by Government is with the view of preventing bad meat or bad rabbits being exported?—Yes.

226. Do you think the inspectors are capable of insuring that result?—They certainly are not. It is a physical impossibility for an inspector to have possession of a rabbit factory from the moment those rabbits are received in the factory until they are put into the chambers in a state for freezing, or closed in the tins—to see them right straight through until the final stage.

227. Are you speaking of preserving?—We are in both businesses. In preserving a rabbit, from the time it is received until it is closed to the eye 22 hours elapse, and there are various stages which they undergo before they are finally closed up. It is a physical impossibility for any one man to follow those rabbits for 22 hours, to see if the last stage is as good as the first.

228. *By the Hon. the Chairman.*—It would not be required?—Yes, because in the year 1896, after we had received the rabbits, and paid for them, we threw out 21,602 that had gone bad from the time we had received them until they got to the final stage. Had we been unscrupulous, and put up that 21,000 rabbits, they would be closed in the tins, and you could not tell what they were.

229. If the rabbits went bad you would soon tell from the shape of the tin whether they were bad or not; if they are decayed, the tin bulges up?—No. If you do not have the proper vacuum, that is so, but I will undertake to preserve the most rotten meat you can produce, and if you get the proper vacuum in the tin, the tin will remain in the same shape; it is only the gases that cause the tin to bulge up, but if you get the proper vacuum the gas will not generate.

230. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have your London agents advised you at all of there being any special advantage in the goods being under Government supervision?—Never.

231. Have they expressed any opinion upon the subject?—No further than that our meats have always obtained the highest price in the London market, irrespective of filtering through the Government Department. It was instanced that the Portland Company had got their tins branded specially—"These are the only rabbits preserved in Victoria under Government supervision," or words to that effect. I drew attention to this, and they said that, notwithstanding the Government brand, they certainly could not displace ours, that ours would fetch from 9d. to 1s. per dozen tins more than the branded ones. I think that the Committee should have the Portland grader before them to know how he certifies to those tins being perfectly sound from the time the rabbits were received until they were put through. I do look upon that brand upon the Portland rabbits as the biggest fraud that ever was foisted upon a suffering public.

232. Is there any special means by which the inspectors do their work; do they all inspect in the same way?—Pretty well all the same way. There is a diversity of opinion among graders. We put up some poultry in a frozen state, and before we started I asked the grader if he was perfectly conversant with the mode of putting up poultry, he said—"Yes," and seemed rather indignant that I should ask such a thing. I asked him to give me a list of his requirements so that it could be packed properly, that there should be no complaint made about the packing; he gave me what he required, and it was done for shipping arrangements. As we could not send them down to Melbourne by ship we made arrangements with the Portland Company to send this poultry round to Portland, and hold them until such times as an ocean-going boat would take their produce, and ship them along with theirs. The manager wrote me back stating—"We are shipping your nine crates of poultry per the *Warrigal*. With regard to the packing of these the Government grader at our works says they should be lined crates the same as skinned rabbits, and that Mr. Hart would make a noise if he saw yours. I notice a difference myself. I just mention this for your information." If there is any virtue to be gained by Government packing and grading I should say the virtue exists in uniformity, but here we have two men appointed by the Government within 40 miles of each other, and one man condemns wholesale the other man's packing. I do not think that would establish much advantage for the Government brand, when you have the employés differing in opinion as to how the work should be done.

233. Do you adopt the Government brand?—For freezing, but not for tinning.

234. Why do you for freezing?—We cannot sell our rabbits locally unless they have the Government brand.

235. When you say "locally," do you mean for local consumption?—No, for shipment home.

236. That is in consequence of the difficulty of freight?—Yes.

237. *By the Hon. the Chairman.*—How does it affect the freight?—If we could make our own arrangements for freight we would not have the Government brand.

238. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is there a difficulty in getting space in the Orient and P. and O. boats unless the Government brand is on the meat?—Unless they have notice from the Department.

239. You have a special brand?—Yes, all our crates are branded.

240. Could not you get your freight shipped on the Government steamers without their going through the Department?—No.

241. Does that mean increased cost?—Yes; we think we can conduct our own commercial matters much better than the Government can.

242. *By the Hon. the Chairman.*—Can you not ship them on the mail steamers, if they have space, without going through the Government?—We have tried that and found we could not do it, and to save us any annoyance we say—"We had better sell these locally." We found Mr. Cooke had special arrangements independent of the Government, and he could conduct arrangements which we could not, and we have every reason to believe that Mr. Cooke has done very nicely out of us through the Government stepping in between us.

243. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—I understood you to say the cost of Government freezing was 2s., as against 2s. 11d. privately; does the Government freeze at a loss?—Did not the Minister of Agriculture stand in the House and say the loss sustained by freezing was £6,100 for the year?

244. Who pays for that?—The suffering public.

245. Do you find that in consequence of this trade, that otherwise might come to the companies, there is a loss to the Government freezing works?—Yes, the Government freezing works are simply bolstering up uncertificated insolvents; there are two of them who dare not trade under their own names.

246. *By the Hon. the Chairman.*—In the present year we know there is a scarcity of freight, but last year and the year before there were any number of ships that could have taken any quantity of stuff?—Not of frozen goods; there has not been such a depreciation of tonnage for frozen stuff. There has been a depreciation of tonnage all round which may affect bulk goods, but not such a great reduction in the case of frozen stuff.

247. Are there as many ships as there were last year?—No, the tonnage as a whole has been less, but I do not think it has been frozen tonnage; the tonnage on the whole has been considerably less.

248. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If inspection were entirely done away with, would there be an increased amount of bad food sent home?—I do not think so. I am quite in favour of

inspection for health purposes, and that is generally carried out by the local board of health. The Board of Health in our district have paid frequent visits to our establishment; they go through the place and see that cleanliness is kept up, and that we are working with some show of turning out a wholesome article of food.

249. The local board of health might find your factory perfectly clean, but that would not prevent your shipping inferior rabbits?—You could not conduct the place and send out inferior food without there being an offensive smell in the place.

250. Would a Government inspector have greater facilities for inspecting?—We do not object to an army of inspectors, but we do object to have to pay for them.

251. *By the Hon. the Chairman.*—You are not bound to have them at all; you take them at your own will?—We do not object to an inspector. I am in favour of all places where food for consumption is prepared being registered. I believe it would be a wholesome thing to have registration, and to have inspectors appointed to supervise those places, to see that everything is carried on with propriety; but to say that you shall be compelled to have a man stationed on the premises, and pay his salary, is not right.

252. You have that now?—Yes, but if this Bill becomes law who is going to pay for those inspectors?

253. Who pays for them now?—They are not there now.

254. You are not working?—We were assuming we were working; no inspectors came near us.

255. You said you had a Government inspector?—No, a Government grader.

256. It is the same thing?—No.

257. He sees there are sound and good rabbits put into the cases?—We only let him interfere with the rabbits going into the crates, but we would not let him put his nose past the place where those rabbits are put up; he has no voice in the other part of the establishment.

258. *By the Hon. J. C. Campbell.*—That is in the canning department?—Yes.

259. *By the Hon. the Chairman.*—Who is the board of health composed of in Warrnambool?—The local councillors and two medical men; they come periodically and see how the thing is going on. I say we do not object to an inspector; he may live on the premises, but we object to paying his salary.

260. *By the Hon. S. Winter Cooke.*—Did the inspector when grading reject for size?—Yes.

261. You sanctioned that?—We had no voice in it.

262. You have read the Bill?—Yes.

263. He has no power to do that under the Bill?—Under what clause?

264. The Bill says it can only be rejected if it is unsound and unfit for human food?—That becomes one of the unknown quantities of this Bill.

265. This inspector thought it his duty to reject for size?—Yes, he would only take what are called full-grown rabbits at 5 lbs. per pair, and young rabbits at 4 to 4½ lbs.; anything under that he would reject.

266. *By the Hon. the Chairman.*—This Bill protects you against that?—Yes, provided you have the unknown quantity taken out.

267. What is the unknown quantity?—That the Governor in Council may determine and fix regulations, and they become regulations of the Department; this Bill says that point-blank. Clause 12 says—"The Governor in Council may make regulations not inconsistent with this Act for all or any of the following purposes."

268. *By the Hon. S. Winter Cooke.*—You complain of the competition by the State on the ground that it attracts rabbits from your neighbourhood to Melbourne, and the State freezes them more cheaply—have you any other objection?—If the Government were to charge 3s. per crate for freezing rabbits, I would not have any objection, but I object to their cutting into our supplies, freezing the stuff at a loss, and compelling us, as taxpayers, to contribute towards that loss, which they have sustained by that low price.

269. You would not object to a union between the Government and yourselves as to the price of freezing?—I do not think it is one of those things that you could practically bring into existence—personally I would not object to that, but on the principle of the State interfering with private enterprise, I do not think that is a business that they should enter into.

270. *By the Hon. the Chairman.*—They were in this business long before you?—It interfered with our canning business.

271. You could get the rabbits much cheaper if it were not for the Government?—Yes, it interferes with the supply.

272. *By the Hon. S. Winter Cooke.*—If the State is to take this work upon it, it should do it for the whole of the colony, and buy out the present establishments?—Yes, it should say—"We are going to do this business on our own account."

273. *By the Hon. the Chairman.*—You would not expect the Government to buy you out if they started before you?—We only started that to try and break them down from cutting into our canning. When the Hamilton Company, the Port Fairy Company, and my own company waited as a deputation upon Mr. Taverner eighteen months ago, and pointed out to him that he had stated in the House that the loss was £5,600, and that this was brought about by the low rate for freezing rabbits, and that he was cutting the ground from underneath us by doing this, we urged upon him the desirability of stopping the freezing works, or of making such a charge that the country would not suffer, and the other people would not have an advantage over us. He treated us courteously, but there was a certain amount of indifference, and he suggested that we three companies should start a freezing plant, and run the two businesses together, and then we would be able to hold our own.

274. What did you pay for rabbits in 1869?—I could not say.

275. What was the lowest price you paid for rabbits?—3d. per pair; that only lasted for about a month.

276. How many years ago was that?—The prices fluctuate.

277. The fact of their being frozen here in large quantities has put up the price of rabbits?—No.

278. Are rabbits no dearer than they were?—In some places they are, but in the months of January, February, and March, the skins of the rabbits are almost valueless.

279. Have they not gone up in value very much the last three years, taking them all the year round?—No, they have not.

280. *By the Hon. J. C. Campbell.*—We have been told that the only opposition to this Bill is from the unscrupulous and dishonest traders; are you in opposition to it?—Yes.

281. Are you an unscrupulous and dishonest trader?—No; I claim that we are scrupulous and honest.

282. Do you know any unscrupulous and dishonest traders who are opposing this Bill?—I do not.

*The witness withdrew.*

John W. Anderson, examined.

283. *By the Hon. the Chairman.*—What are you?—A grazier and land-owner in the western district, and President of the Dairymen's Association.

284. Have you read the Bill?—Yes.

285. Had you and some other members of the Association a conference with the Minister of Agriculture?—Yes.

286. Certain amendments in the Bill were made, and were agreed to by you?—Yes.

287. Do you approve of them?—Yes.

288. With those amendments do you generally approve of the Bill as far as you are concerned?—Yes, as far as I am concerned, and the Association, as far as I know, and the members of the council who were with me at the conference with the Minister.

289. Who were present?—Mr. Argyle, Mr. Handbury, Mr. Rogers, Mr. Moore, Mr. Pleasants, Mr. McNaughton, and myself.

290. Were you all agreed to those amendments?—Yes.

291. And you were satisfied with them?—Yes.

292. With those amendments you are satisfied?—Yes.

293. *By the Hon. N. Thornley.*—You have had some considerable experience in the dairying business?—Yes.

294. Could you tell the Committee how much milk per day at the present time is going into your factory from your land?—Something approaching 1,500 gallons per day from my own ground.

295. You work with tenants on shares?—Yes.

296. How much do the whole of those men return to the factory?—The 1st of November is the last return; I see there were 1,462 gallons on that day.

297. *By the Hon. S. Winter Cooke.*—From how many cows?—Between 500 and 600 cows.

298. In what way will this Bill help your industry?—I think one good clause in the Bill, which I very much approve of, is the registration clause; I did not care very much about the grading clause, but that is out of the Bill now; we objected to that, but I think the registration clause will answer every purpose necessary instead of the grading clause. Every factory will have to be registered, and the position of that factory will be defined in the registration, and if any one has any sentiment with regard to where they wish the butter to be from, they will be able to see whether they are purchasing butter from a country factory, or a town factory, where there may be mixed butters.

299. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—That has relation to factories; it has nothing to do with freezing?—No.

300. *By the Hon. N. Thornley.*—The idea is that purchasers will be able to buy factory butter from the country or from the town as they please?—Yes. We thought it was better for the industry than putting a No. 2 brand to show that the butter was an inferior butter. We considered that would prevent competition in the Melbourne market for any one who cared to purchase butter for export. That would at once have swept away the middleman from competing for the butter, because if there was an objectionable brand on the butter it might act against the value of that butter in London, and we thought that was unfair to the producers, because they were the ones who would suffer by snuffing out the middleman. We would like to do without them, but as long as we find them a necessary evil we are satisfied to have them.

301. *By the Hon. the Chairman.*—There have been cases where butter has been sold under a false brand?—I have read of such cases; it has never come under my own observation.

302. There is a danger of that where there is no registration?—There is a danger in the old country. When they get our boxes branded with the Government stamp those boxes may be emptied and other butter put into them; I do not see any law to prevent that.

303. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—All your factories have their own individual brands?—Yes.

304. Any buyer can order a specific brand and know whether it is from the country or town?—Yes, by the registration of the brand.

305. It is not the registration of the factory but the registration of the brand that you approve of?—Yes, and the location of the brand.

306. Any buyer would know that a certain brand came from town and another came from the country?—Yes. I suppose in this Bill it is intended that any brands will be followed by information where the brands came from.

307. *By the Hon. the Chairman.*—What is your brand?—Tower Hill Park.

308. Any one else could use your brand?—Yes, we have not registered it yet.

309. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you ship your butter through the Government Department?—Yes.

310. Do you find an advantage in doing so?—I have seen no objection to doing it.

311. Are you able to get as low freight that way as if you had the open market?—It would be only theory on my part to think the Government may be of assistance to us in arranging for a large quantity of produce, rather than each factory arranging for its own produce.

312. Have you had any request from your agents in London to have the Government brand put on?—No.

313. Or any expression of opinion?—From everything I can learn I do not think the Government brand gives any particular value to the butter.

314. In other words, if a party wants your particular brand he orders it and does not take any notice of the Government brand?—I do not think there is much notice taken of the Government brand in London, but, at the same time, I have no objection to the Government supervision of the butter pretty well on the same lines as it is now. I think we have made wonderful progress under the present state of affairs; I do not see anything that would make me think much alteration would be a benefit.

315. Does it add much to the cost?—It does add to the cost, but, at the same time, it is necessary to have freezing works, and the butter reduced to a certain temperature before the steamer will take it on board.

316. Is the cost of freezing in the Government works higher or lower than in private works?—I think the Government cost is 2d. a box. I do not know that it would be any cheaper under private arrangement.

317. Would it be any higher?—It might be; I cannot speak from personal knowledge; it has never been tried that I know of. The only objectionable clause in the Bill that I see at the present time is clause 5. The Minister of Agriculture gave his verbal explanation of that clause, and in speaking to some of my friends who are interested in this business they urged me to see if we could not have some definite understanding with regard to that clause. We do not exactly understand the position. Mr. Taverner has explained to us that in the event of a cool store being built at Warrnambool, very likely the produce of a good many factories, perhaps a dozen or more, would be cooled down and carried by local steamers to Hobson's Bay. If that is practicable, we are very much in favour of cool stores being established, but the whole power apparently lies in the hands of the Governor in Council or the Minister of the day, who might or might not be agreeable to appoint a cool store where it might be wanted. As far as I am concerned, I think the Government should be intrusted with the regulating of that, if we are to have Government supervision at all. We reckon that putting a cool store on the Warrnambool pier would not cost the Government anything, because the interest on the money would be paid by those using the store.

318. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think those cool stores should be carried on by the Government at a loss?—I do not think I can argue that it should be so, though I am aware that the new money that is brought into the colony by the butter sent into London is a general benefit to the whole of the ratepayers of Victoria.

319. *By the Hon. the Chairman.*—The £5,000 or £6,000 a year is not all a loss?—I should not think you could call it a loss, because it is a great benefit to the whole of the ratepayers of the colony through the amount of new money brought into the colony.

320. *By the Hon. J. C. Campbell.*—This new industry makes meat a good deal dearer for the working man?—He is well protected.

321. *By the Hon. S. Winter Cooke.*—Your butter passes Geelong and comes on to Melbourne?—Yes, it is generally sent by steamer.

322. A great many factories send by train?—Yes, those that are not handy to a port.

323. Because the work is done cheaper in Melbourne is the reason you send it here?—It is the only place where we can have it frozen to the temperature required by the mail steamer.

324. No ocean steamer calls at Warrnambool?—No, we never expect to get any benefit from the steamers calling at Warrnambool.

325. If some day the ocean-going steamers can call regularly at Portland, would it be cheaper for you to send to Portland?—No doubt.

326. If the State erects works in Melbourne you have a strong interest pulling all the produce from the west down to Melbourne?—Yes, at present we send all to Melbourne.

327. Would it not be better to let the present condition of things remain, not to build anything new, and to let the Corporation works here be used by the State?—Yes. The matter was brought up at the Dairymen's Association, and we are not at all in favour of encouraging the spending of £50,000 or £100,000 for the benefit of the industry until we see that it really will be a benefit. If there are going to be cool stores proclaimed in different parts of the colony there might not be the same necessity for the expenditure of a large sum of money in cool stores in Melbourne. If we had a cool store in Warrnambool the local steamers could tranship the butter in Hobson's Bay, and save us great expense, and save the knocking about of the boxes.

328. A steamer could call regularly at Portland, and the butter could be sent there?—Certainly. I do not think there is any sentiment in the matter; we would only look at it as a business transaction. I think the objection would be that there the offing is very exposed, and it would be very awkward to tranship.

329. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do I understand that the Association agrees to the Bill, or that they felt they must accept a Bill of some sort, and therefore took all they could get?—We did not know what the conference was about, but when the Minister seemed to be guided by the requirements of the producer, and altered the Bill to the extent of those amendments brought forward by Mr. McCulloch, we considered there were no objectionable clauses in the Bill that we could find any fault with. The only thing I am not quite sure about now is whether the Governor in Council should have the full power of fixing where a cool store should be or should not be. If that clause were defined a little bit more we would have no objection at all to the Bill; we rather like the registration part of the Bill. Where the registration would be particularly useful would be in London; if any one had any objection to the butter he could see whether it was from a Melbourne factory or a country factory.

330. *By the Hon. S. Winter Cooke.*—What is the Dairymen's Association composed of?—The members of butter factories only.

331. How many factories do you represent?—The whole of Victoria; it is not the Western District Association; it is the whole of Victoria; we have representatives from Gippsland as well.

332. Were you pretty unanimous?—Yes; I have tried to find out in every way as far as I could, so that I could represent the Dairymen's Association here to-day rather than only my own ideas.

333. How many classes of butter are there?—Two, "approved for export," and "pastry." I think the registration gets over any further classifying of butter than that.

334. *By the Hon. J. C. Campbell.*—You say the gentlemen from the Dairymen's Association were perfectly satisfied with the arrangements they came to with the Minister?—Yes.

335. Would you be astonished if two of those gentlemen have written to me to say they were not satisfied?—I would be very sorry to meet those gentlemen again if they said so.

336. They say they are perfectly satisfied with Government inspection, but they hope the Government will throw out the Bill?—I think that was more to please you.

337. Have the dairymen of Victoria, to your knowledge, ever asked for this Bill?—Not as far as I am aware.

338. Have the Dairymen's Association of Victoria representing the butter factories and the creameries asked for it?—The Dairymen's Association are satisfied with the Bill as it is now amended.

339. Did they ask for it at first?—The farmers do not know anything much about it.

340. Do you think the Government brand on butter induces the buyers in London to give a higher price for it?—I do not think it has much effect at all.

341. Is the Association in favour, as provided in the Bill, of all butter factories being compelled to have their butter branded, cooled, and shipped only through the shipping companies appointed by the Government?—I cannot give evidence on that point.

342. Are you aware that butter has been shipped to London, some of it being branded by the inspector here and some not branded, and that which was not branded fetched a higher price than that which was?—I have been told that was the case. I am not at all astonished that should be the case. That is the reason we do not want too much grading of the butter, because it is very hard for any Government inspector to say how that butter will turn out after being on board ship two months, therefore I am perfectly satisfied with the present Bill that the butter should be of two classes, "approved for export," and "pastry." Though there may not be many boxes branded "pastry," it has the effect of letting producers know it is liable to be branded "pastry," which would make a great reduction in the value of the butter.

343. Do you think that when butter that may be branded "pastry" gets home to London, it may have improved on the voyage, and having that brand on it will militate against the sale?—I think, as a rule, butter does not improve in quality when once it is bad; the chances are it will further deteriorate. If it is bad enough to be branded "pastry" I should not expect it to improve in quality on the voyage.

344. Do you not think it would be better, on account of the small quantity of butter that is branded "pastry," not to run the risk of putting "pastry" on it at all?—I think if there were only five boxes that were worthy of putting "pastry" on it would be still the proper thing to put "pastry" on them. I think every one should know that the inferior butter is liable to be branded "pastry."

345. Do you not think the buyers in London are the best judges whether it is fit for the table or pastry?—Most certainly. I believe it does not matter if you put 50 brands on boxes, the quality of the butter in London is what will sell it.

346. If grading should be in vogue, would it not be an inducement for a buyer in London to reduce the price of the butter that was not branded?—I should say it would be an advantage to the buyer, but one exception like that would not influence me at all with regard to the branding of the butter; you will always find exceptions to prove the rule. I have no objection to this Government supervision to a certain extent; I think the overlooking of the butter by Government experts does good. There are factories which may be newly started, or in a district where they cannot make a good quality of butter, and the Government experts can see what is the matter with the butter, and what alteration is necessary in the making of it.

347. Do you not think it would be better, instead of the Government interfering with the commercial portion of the business, to educate the people up to the proper way of making the butter?—That is what we are always looking forward to, and the Government should take steps in that direction; that is where they can be of great benefit to the industry in keeping up to new improvements, and going with the times. There is no doubt a Government experimental farm in that way would be most useful to the industry.

348. *By the Hon. S. Winter Cooke.*—Why should butter be approved for export and not wool?—Butter is a product that people have got to eat—they have not to eat wool—there is no other inspection but the present one that we have.

349. Would it not be sufficient to have one brand "approved for export," that is, that the butter when it leaves the colony is fit for human food; you would not want the "pastry" at all?—The "pastry" would have the effect of showing that we have an inspection, and the Government experts would be in a position to assist any factory in the event of their sending inferior butter.

350. The object of this Bill is to prevent the export of anything unfit for human food; should not the London people decide the quality of the butter?—The only reason I have not objected to the "pastry" brand is that there is such a very, very small quantity of it at all.

351. *By the Hon. the Chairman.*—Is there not a danger of butter being bought up by speculators in small quantities at auctions, and mixed up and sent home; it might be a very inferior quality that would be only fit for "pastry"?—That would be branded "pastry" butter.

352. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—It is not unfit for food?—No.

353. *By the Hon. S. Winter Cooke.*—You can export that to the other colonies without any brand?—Yes. In all the evidence that was taken by the Perishable Products Board they found there was no mixture or anything but butter sent to the other colonies. There is no place in Victoria where they are mixing anything that could be of any benefit to any one to mix with the butter.

354. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is it not a large and expensive piece of machinery to examine this butter simply to discover a few boxes of pastry butter; could not the money be better spent in the direction of educating the dairy farmer?—No doubt, but the present position is that the experienced experts now know the different brands of butter, and the makers of the butter, and only very little supervision is required of established brands. It is more particularly to look after the brands of factories that they know little about, and assist them in making better butter. I do not see how one man or two men can test a great number of butters; I do not think the human palates can stand it, but they know the brands of a great many butters, and they look more particularly after less well-known brands.

355. It means that those brands that are known as good brands find that it does not pay to ship bad stuff?—No, they could not afford to do it.

356. Upon the principle of self interest, inspection is not wanted?—We consider a very slight supervision is necessary in the western district with established factories.

357. Is any required?—In new factories or in new districts the assistance of an inspector in Melbourne is an advantage, and may let them know where their butter is inferior. The thing has been done in our own factory. We have had great assistance from our butter being examined in the cool stores, and getting a report from there before it is shipped to London. The result of that is, we are pasteurizing all our butter, and no one would be so unhappy as I would if our butter did not bring the highest price in London. If any other butter brought a better price I would be very anxious to know the reason why. It is not necessary to have the number of inspectors that according to the Bill would be necessary, because those we have now are acquainted with the factories, and knew the quality of the stuff. They have not to open all the boxes; they open one box to sample it. It is more for new factories and new manufacturers. We are naturally anxious to see that every butter is sold under its proper designation. Factory butter we look upon as butter made in country factories, but in Melbourne they may put half-a-dozen butters together and blend them, and they are as much a factory butter as butter from our own factory, so I do not see that we could make a man who has a factory put any other brand than a factory brand on it. Therefore, the registration clause that has been inserted by the Minister I look upon as all the protection that we can have in that direction. It is not that we would not like the thing to be separated from our country factory butter, but I do not see that there is any law that would enable us to alter it. The registration would show that it is a town factory.

358. *By the Hon. J. C. Campbell.*—Have you been present when the butter has been tasted?—Yes, I have come down to Melbourne specially.

359. Are you aware that a butter expert cannot tell the butter by the taste if he is continually tasting?—I should think not. If I had three butters to choose from I could soon come to a conclusion which was the best; but if I had 50 butters to give an opinion upon, it would be a very different matter.

360. If a middleman buys a good deal of butter, and puts it into prints or pats or boxes, should that butter be branded "pastry"?—If the Government expert finds it has gone off in quality, and is not a good butter, I should think it is his duty to brand it "pastry."

361. Are the producers of butter, whether dairymen or Dairymen's Associations connected with factories, satisfied with things as they are now; would not they rather have matters left alone all over the colony?—As far as I can form an opinion, I think they are fairly satisfied with the thing as it is now, and I think the alterations in this Bill make it still more satisfactory for them.

362. Did you see the amendments that I proposed should be made in this Bill?—Yes.

363. Were you satisfied with them?—No. I was against your amendments with regard to the cool stores. Speaking for myself, I think that we could reasonably risk the Minister of the day, whoever he might be, acting reasonably with regard to what should be declared a cool store under this Act. I think it would be very unreasonable if it were all on the other side, that any man could declare his store a cool store.

364. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What would be the drawback?—If any one were able to declare his own store a cool store, it would be a question if they could all have Government supervision. I question if it is not well to have Government supervision with regard to the freight of the butter to London, so that there would not be too much butter going in at the one time. I think the Government could assist us in the way of calling for tenders for our freight. I think a large quantity should be carried at a less price than a small quantity from one factory. It would not be beneficial to the industry if there were too many steamers carrying the butter and meeting each other in London on the same day. If a mail steamer were to arrive with 500 tons, and one of the other lines of steamers were to arrive the same day with 300 or 400 tons, it might have an effect upon the trade and the value of the butter. I would rather see regular shipments as we have at present by the two lines of steamers.

365. Are there outside shipments now?—To a certain extent, but very slight. I think if the Government have the right or the power of calling for tenders before closing the tender, the Dairymen's Association should be consulted to see if the people who have to pay the freight approve of the contract.

366. *By the Hon. the Chairman.*—Are you aware that the freight was reduced some two years ago on butter from here to London?—Yes; we did not approve of that contract at the time.

367. It has turned out satisfactorily?—Yes, because of our not approving of it. If we had approved of it, one-half of our produce would have gone round by the Cape of Good Hope, and the other half by the Red Sea, and there would have been two lines of steamers with which we have had very little experience. Our experience with the P. and O. and Orient Companies was very satisfactory, and, as a rule, I think the dairymen approved, even if they had to pay a little higher rate, of a service that they had had experience of, and were satisfied with.

368. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If the Government had been left alone, they would have concluded that contract for going round the Cape?—Yes, they did accept it.

369. Yet you say it would be better for the Government to take the business in hand?—If they called us in before they accepted a tender. The Government, as far as we know, entered into a contract with the two outside shipping companies at a slightly lower rate than we had been paying, but we understood there would be a higher rate for insurance, and we did not feel the same confidence in our butter being carried safely.

370. *By the Hon. the Chairman.*—What action did you take to alter it?—I was one of a board of advice that the Minister appointed, and I was present when this contract was entered into—we were called up to approve of it. I asked the Minister did this apply only to the butter that was put into the Government cool stores, and he replied yes, it only applied to that butter. I said—"Then the Government are not in a false position, whether they got 10 tons or 1,000 tons to go by that contract." The Minister said that was correct. I then said—"You may depend upon it that the P. and O. and Orient Companies, who have all the facilities, will make a big bid for a share in this business." It did not interfere with the contract then, because there was no Bill passed at that time. I went to the P. and O. and the Orient Companies, with one or two western people who were largely interested, and we made arrangements to send our produce direct on board the steamer, and

they made arrangements to freeze it on board. They lowered the rate on account of the Government contract entered into by the two other steamers. Then the two other steamers, seeing they were not going to get our produce, arranged with the P. and O. and Orient Companies, and the thing is working in that way now.

371. The other companies were to find all the ships that the Government wanted; the P. and O. and the Orient companies said they could not reduce the freight on any consideration, but as soon as they found the Government had agreed with the other companies, they said they would take the produce at a reduced rate?—Yes.

372. *By the Hon. J. C. Campbell.*—Did the Minister of Agriculture assure the Dairymen's Association that clause 5 gave a free hand to factories as regards freezing and shipping?—Yes, the Minister assured us that the idea of this clause was that there should be cool stores declared in any part of the colony, but he has to give his consent. The question with us is whether we should object to this clause; whether there is too much power in his being able to say—"No, we will not have this as a cool store."

373. *By the Hon. the Chairman.*—No Minister would be likely to refuse?—The question is whether we might have a little alteration there.

*The witness withdrew.*

Thomas Gray, examined.

374. *By the Hon. the Chairman.*—What are you?—I am engaged in the management of the firm of C. W. Gray and Company; we are large shippers of butter on agency account.

375. Do you approve of the Bill?—As far as we are concerned we have nothing to object to in it personally, but I think it would be far wiser to leave things as they are. In the interests of the producers we think it would be better not to have some of the clauses that are in the Bill.

376. What clause of the Bill do you object to?—Clause 5, as to cool stores. It is said that there is no intention to make use of this clause, but I think it is in the interests of the producers to allow as much competition in the cool stores as in the case of the agents.

377. Would there be any check upon the cool stores?—The only use of the cool store is to reduce the butter to the proper temperature.

378. Would you object to any interference by the Government, that is a cool store being inspected and registered?—We have no objection; we have always encouraged the inspection of butter. If the Government did not do it we would do it ourselves; in fact, no matter whether the Government experts examine the butter or not, we examine it.

379. You think any one should be able to open a cool store?—Private cool stores are allowed now, and I do not see where the objection comes in. The Fresh Food Company freeze their own butter; the experts examine it there and it is taken from there to the boats.

380. This would not interfere with that?—If you give the Minister power you do not know what he may do. We do not know who might be the Minister of Agriculture in the future or what ideas he might introduce.

381. Do you think a Minister might come in and close up those stores?—Some people take strange ideas as to what might be to the benefit of the industry. I think it is as well not to have a clause in that might interfere with the interests of the producers.

382. What is the next clause you object to?—The main objection to the Bill is that there is really very little in it, and there are regulations to be made by the Minister; I do not think that should be the case; if the producers are asked to approve of the Bill they should at least know what the Bill is to be.

383. *By the Hon. J. C. Campbell.*—Would you like the regulations included in the Bill, so that you could see what they are?—Yes. There is practically nothing in the Bill, except the cool storage, that does not go on now. The thing is worked in an intelligent manner on both sides; everything that can be done to improve the industry and assist the producers is done; it is a competition between agents as to who can do most for the factories. I think, under the present system, the trade is worked more intelligently than it could be under regulations.

384. There is nothing in the Bill that is not going on now except clause 5?—Yes; there is nothing in the Bill except the unknown quantity of what regulations may be introduced. I must say, in regard to Mr. Anderson's evidence, that we are so desirous of not saying anything against the wishes and interests of the producers, that if the majority of those gentlemen who were present at that conference say they are perfectly satisfied to let the Bill go through, we have no right to raise an objection.

385. Do you object to Mr. Anderson's evidence?—I know that some of them do disagree.

386. Some of those names mentioned as being present with Mr. Anderson?—Yes.

387. You have no objection to the Bill except as to the cool stores?—Yes, and that the Minister should not have a free hand to make what regulations he likes.

388. He can do that now?—There is nothing to compel any one to abide by them.

389. He can make certain conditions as to sending butter home through the Government?—Then we can go outside and get freight; he has no power to make any regulations now.

390. He can make any regulations he likes if you send your butter to the Government stores?—

Yes.

391. There is nothing in this Bill to prevent your sending your butter home through outside ships?—No; but supposing there are cool stores erected at Port Melbourne (which Mr. Taverner thinks would be an advantage, but I think not) and it is found that I am right, and that it would suit the producers better to have their butter frozen here in Melbourne, it is hardly likely that the Minister would be agreeable to have his cool stores left empty, and all the produce frozen at Flinders-street. No Minister would care to have the work all done at Flinders-street, and an expensive place at Port Melbourne left empty.

392. He could not prevent your having it done where you liked?—According to this Bill he could; he could refuse to declare the other place a cool store; it is not what is in the Bill, it is what is left out of the Bill.

393. Clause 13, section 2, says—"All such regulations and orders shall be laid before both Houses of Parliament within fourteen days after the making thereof if Parliament be then sitting, and if Parliament be not sitting, then within fourteen days after the commencement of the next session of Parliament"—Parliament sometimes rises about Christmas; it might make a big difference during a whole summer.

394. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You think the producers would be better served by allowing parties to put up cool stores as wanted?—Yes.

395. If the cool stores are not in suitable places the producers will not use them?—No.

396. Or if the owners of the stores attempt to charge too high a price they will not be used?—No; it is the competition that I want.

397. Are you aware whether the Government charge less than the private stores?—There are practically no private stores outside of what is leased by the Government. The Fresh Food Company freeze their own butter; they have a big output of from 25 to 30 tons a week.

398. There would be nothing to prevent the Government passing regulations regulating the price for freezing so low, and fixing it so low, as to be unpayable to private individuals?—That is what I think is the objection, they can do anything. That, however, might be in the interests of producers.

399. Are the Government now freezing at a lower price than private individuals?—I do not know about anything outside butter.

400. *By the Hon. J. C. Campbell.*—You represent a large number of factories?—Yes. In the last two boats I made up that we shipped exactly one-third of all the butter that went out of the colony.

401. Are those factories you represent satisfied with the present system?—I do not know a single one that is not satisfied. Every one we have spoken to says they do not want any alteration; they say they do not want any interference.

402. *By the Hon. N. Thornley.*—What factories are those?—The last man I spoke to was Mr. Quigley, of Yinnar, in Gippsland; he said he did not want any interference. I do not see that it will make any difference to us.

403. You live upon the producer, and the producer's interest is yours?—Yes.

404. Can you give another name, or any one you spoke to yourself?—Not at the present time; but my brother, who has travelled all over the colony, tells me that the producers do not want the Bill.

405. *By the Hon. J. C. Campbell.*—Has your firm had any correspondence with those people over the matter?—No.

406. You are a large consignor of butter to London; it has been reported that butter has been sacrificed in London to meet the bills that were drawn against it; are you aware of anything of that sort?—There is no such thing as that. We have frequently held over butter in London for months, and realized large profits for the factories which they did not expect.

407. *By the Hon. N. Thornley.*—What arrangements do your people make for meeting drafts without selling the butter?—The drafts are taken up by our people in London. If the market is favorable and they think they cannot do any better by holding the butter it is sold at once. If they think they can do better, or we ask them to do so, it is held over as long as we like, on payment of interest at 5 per cent. per annum.

408. Is there the slightest necessity for a draft at all?—Yes.

409. There are no drafts in connexion with wool; is there any reason why a bank having a branch in London should not debit London with a credit in Melbourne?—The only difference is a piece of paper representing a settlement.

410. There is a stamp on the draft, that costs money?—Yes.

411. There is an obligation to meet a draft when due?—The banks could not run on indefinitely.

412. Is there any reason why a bank having an office here and an office in London should not debit London and credit Melbourne; it is a mere bookkeeper's entry?—They do it; the draft limits the time for them to get the money.

413. In the other system the time is not limited so long as the bank here is satisfied with the value of the export, and the soundness of the people who have got the advance. What is to prevent a factory getting £100 from its bank here by way of an overdraft, London being debited with that £100?—There is this difference between wool and butter, that butter is a perishable article; the factories make their butter and have the money for it the next week from us.

414. That is by way of an advance?—Yes, as close as we can calculate the value of it; they get 9d. a lb. upon it.

415. *By the Hon. the Chairman.*—You have heard the evidence already given complaining of the Government charge for freezing being too low?—That is on rabbits and meat, which I do not understand.

416. Are the charges too low on butter?—It would be hardly fair of me to express an opinion about what I have no practical knowledge of.

417. Do you think the charge is a fair one, or is it too low?—I have no personal knowledge of it. I have never run freezing works. As representing the producer I would like to see it done for nothing.

418. Would you not prefer the Government to give it up altogether?—I do not think the industry would suffer at all.

419. Would it be better?—I do not think it would make any difference.

420. Should it be left to private enterprise?—I have not regarded it very much as interference; it has been courtesy on both sides.

421. You do not object to the Government interference?—I do not object to what the Government have done so far.

*The witness withdrew.*

John Cooke, examined.

422. *By the Hon. the Chairman.*—Have you read this Bill?—Yes.

423. Do you object to it as a whole, or to any particular part of it?—I object to the Bill in detail, and also as a whole. I object to all the clauses.

424. What is your great objection to it?—First in the interpretation of the Bill. The Bill professes to describe a cool store for the purposes of the Bill. That, I take it, means that the Government would practically control the cool stores now in existence. Then the appointment of inspectors under clause 4

would, in my opinion, entail a considerable amount of expense on the existing establishments. I think that, with the experience we possess, we understand the handling of stock better than any inspector can possibly do. I myself have had eighteen years' experience in the trade, and have been studying it very carefully, and I feel satisfied that our present methods are quite adequate, without the intervention of any inspectors and the attendant expense. Then, passing on to clause 5, I object strongly to it, because it places in the hands of the Government the power to declare our stores cool stores, or to refrain from declaring them, and by my reading of the Bill that practically means that it would be possible for the Government to force merchants and exporters of meat to have all their stuff treated under Government control, and in that way be subject to Government arrangements for freight, insurance, and other charges, which I consider we can manage better and cheaper ourselves.

425. It does not compel you to do so?—I think that is the intention of it. It says—"The Governor in Council may provide for the establishment of cool stores, or by order declare any building to be a cool store within the meaning and for the purposes of this Act." If the Government declare the Newport Freezing Works to be a cool store within the meaning of the Act, I am compelled to come under the Act, and be entirely under the control of the Department of Agriculture. If that is not so—if I am perfectly free to carry on my business as at present—I cannot see any objection to the Bill; but I have no doubt that the whole of the Bill, from beginning to end, has the distinct intention of controlling my business. Coming now to clause 6, it makes provision for the inspection of live stock. I may say at once that personally I have no objection whatever to the inspection of live stock for the purposes of health. I have never had any objection. I approve of it entirely, but I object to this clause, because I am asked, as the consignor of stock, to give a certificate to the effect that such live stock are sound and free from disease. It is impossible for the man who buys stock to give such a certificate, simply because he does not possess the knowledge, and if he does give the certificate it is absolutely useless. On the other hand, if the Government appoint inspectors it is to be assumed that they have sufficient knowledge to give such certificates, and therefore they should not be required from the consignor.

426. This clause only applies to live stock; it will not interfere with your business; it applies to live stock shipped from the colony?—Yes, but clause 7 applies to dead stock, and the two clauses may be taken together. If I ship 100 head of bullocks to South Africa I cannot give a certificate that they are sound and free from disease, because I have no knowledge.

427. You have to do it now; if I send a shorthorn bull to New South Wales I have to give a certificate?—It is absolutely useless. You give it to the best of your knowledge and belief; you cannot say more than that. I consider if an inspector is appointed he ought to have the expert knowledge necessary without putting me under the obligation of making an affidavit that is utterly and absolutely useless. That is the objection I have to those two clauses.

428. *By the Hon. J. C. Campbell.*—Perhaps you might never see the stock?—Just so.

429. You might, as a consignor, buy through a stock agent 50 or 100 bullocks and ship them to South Africa, and never see them?—Certainly. I object to that provision, because it is putting me under a responsibility that I should not bear, and if I do take the responsibility it is utterly useless. The same objection applies as to products that I have not any special knowledge of. As to the condition of cattle or sheep, or anything that I treat with personally, I have no objection.

430. *By the Hon. the Chairman.*—You do not object to inspection by the Government?—For health purposes I do not.

431. That is all the Bill provides for?—I do not think so. The difficulty I am in is this—the Bill is very comprehensive; it gives a great deal of power to the Governor in Council, and it supplies a large number of regulations in a very short form, but what the details of those regulations may be I do not know. The Bill in its present form is very bare.

432. As long as your meat is sound and fit for human food you cannot be stopped?—That is very well, but these regulations may be elaborated in such a way as to make the position very different from that. If the regulations were perfectly clear and distinct we would know where we were, but at present we do not know; the Bill seems to give too much power to the Governor in Council to make regulations.

433. You are aware that the regulations have to be laid before Parliament?—Yes, but by that time the Bill has become law.

434. They cannot go outside the Bill?—They can go outside the Bill, because the regulations have not been formulated. The next feature that I object to is clause 15, sub-section (b). I think the power that that sub-section gives to the inspector might be used very arbitrarily. It says—"Any person who refuses to give information, or gives false information in answer to any inquiry made by an inspector for the purposes of this Act." It is quite possible to conceive that an inspector might use this power very arbitrarily; he might ask to see my account sales or my books.

435. *By the Hon. N. Thornley.*—What would you suggest as sufficient?—I do not see that there is any necessity for such a clause at all.

436. If there is to be an inspection the officer must have power?—He must have power to make inquiries subject to certain restrictions; I am quite agreeable to that. Suppose, for instance, an inspector saw a line of sheep that were diseased, it might be necessary for him to ask me where I bought those sheep, and ask me for certain information respecting the stock.

437. But you say the clause is not necessary?—Not necessary in its present form; it says "to any inquiry."

438. In what form would you suggest the clause should be?—I could alter the clause so as to make it operative if I had a little time.

439. *By the Hon. the Chairman.*—You do not imagine that any one would ask to see your account sales; what would they do that for?—I do not know.

440. Can you give us any case of an inspector having interfered with you in any way?—I have not had any inspector interfere with me, but I know what has happened in the other colonies.

441. If the stock were diseased it would be a perfectly fair question to ask you where you bought them?—Quite, but I object to the fulness of power given to the inspector, which he might abuse.

442. *By the Hon. J. C. Campbell.*—Suppose you bought a lot of sheep on a station, and the inspector asked you where you got them; if they were a good lot of sheep a friend of his might want a few

of the same sheep?—It is possible. The next clause I object to is No. 17, and this is the most objectionable clause in the Bill. I object to any interference of any description by the Government with freight or shipping arrangements. I consider, with my connexion and experience, I can manage my shipping arrangements infinitely better than it can be done by the Government, and I say emphatically that I have proved that during the last three years. I would view with the greatest fear any interference at all with my freight or shipping arrangements. I object to the whole clause, as giving the Government power to make freight arrangements. It makes me liable to a fine of £50 if I place on board any vessel for exportation anything without inspection.

443. *By the Hon. the Chairman.*—That does not interfere with your freight arrangements in any shape or form?—I do not read it in that way at all. I consider that clause gives the Government power to make the freight arrangements. On that point I look upon the question of these regulations as being considerably one-sided; there are no details in connexion with the regulations. Sub-section (d) of clause 12 gives the Governor in Council power to make regulations “for the inspection of vessels used or intended to be used for carrying any product or particular class of product, and the cleansing and disinfection of such vessels.” Supposing I had a vessel coming down here to take a cargo, and this regulation gave the Government power to inspect, the Government might say I was not to ship in that vessel.

444. You do not object to the Government inspection of stock for health purposes?—Certainly not; I consider that the inspection is carried out now satisfactorily. Dr. Brown visits the Newport works periodically, and inspects the stuff for health purposes. He does not control the question of grading or anything of that sort; I would not allow him to do so, because he has not the power now.

445. Do you not think that if the Bill went a little further and stopped an inferior quality of meat being sent away it would be a good thing?—No, I do not think there is any necessity for that at all. There are different markets for different classes of meat. In my experience I do not think anything you could call bad meat has ever been shipped from the port of Melbourne, therefore I do not think there is any necessity for any interference of that kind at the present time. If a man sent inferior meat home it would affect his pockets so severely that he would not repeat the experiment; I would not ship inferior meat myself.

446. You were managing director of the Deniliquin works?—Yes, and chairman of directors.

447. You did not allow any inferior sheep to be received there?—Certainly not, and I would not allow it at Newport.

448. Do you not think that, to keep up our good name, it would be advisable to stop inferior meat being sent away?—I do not think there should be any law on the subject; there are markets for the stuff, and the difficulty is where to draw the line. What one man will consider an inferior article another man will consider a medium article.

449. *By the Hon. S. Winter Cooke.*—You would not allow a Government inspector to decide?—I would not.

450. *By the Hon. the Chairman.*—You would allow other men to do what you would not do yourself?—I would allow them to lose their money; it does not pay me to export anything but prime quality.

451. As managing director of the Deniliquin works you will not allow inferior meat to be received there?—Certainly not; those works have a character to maintain, and I intend to maintain it.

452. Has not the fact that all the meat is classed as Australian, and that a low quality is sent from New South Wales and Queensland, something to do with the low price of Victorian meat?—I do not think it is a question of inferior quality. I think it is more a question of the stock being thin and not sappy, owing to the recent drought. That is one reason why prices are not so good as we would like to have them; another reason is that the sheep that go from here are older than they ought to be—they do not mature early enough.

453. How do you account for the difference in the price of the New Zealand sheep?—The North Island sheep are a coarser cross than the Canterbury sheep, and they have not the same pastures to feed on. Another reason is that the Canterbury sheep are nearly all young sheep; there is hardly a carcass shipped from Canterbury over eighteen months old.

454. Our best Australian mutton commands a lower price than Auckland mutton?—It is sometimes  $\frac{1}{2}$ d. per lb. lower. In my opinion it is as good; I do not think there is a fraction of difference in value between a North Island carcass of mutton and a Victorian carcass; if anything I think our meat is the best.

455. Yet we cannot get the same price?—No. I had one of the largest exporters of Canterbury lambs down at Newport a fortnight or three weeks ago, and showed him a lot of lambs that were being killed and frozen for London. The weights were about 34 lbs., and he told me distinctly those lambs were as good as anything shipped from Canterbury, and yet we cannot get within a penny per pound of the Canterbury price for them.

456. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—May not that arise from the fact that the New Zealand mutton has been exported for years, and has made its name?—Yes.

457. *By the Hon. the Chairman.*—Do they allow low-class mutton to go away at all?—No, they have not got the plain small mutton that we have got at all.

458. You do not object to inspection?—No, not for health purposes, but I think that is sufficient; the present inspection is ample for all purposes.

459. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Your works are leased from the Government?—Yes, at Newport.

460. In your lease you have a clause compelling you to take butter in from the Department?—Yes.

461. Have you had any sent in?—No.

462. Why not?—I do not know; it is part of the arrangement. The lease compels me to provide accommodation for butter and fixes the scale of charges—I cannot say what the price is, but it is a satisfactory one.

463. Are the present Government works underselling you?—Certainly; they charge a less rate than the rate I could charge.

464. Is that the reason why it does not come to you?—I suppose that is one reason—another reason is that Newport is not quite so convenient for the purposes of the trade.

465. *By the Hon. the Chairman.*—Do you freeze for outside people?—I freeze meat for others besides myself.

466. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Where do you get the bulk of your stock from?—Almost entirely from New South Wales. All my mutton comes from New South Wales. All my lambs did come from there until this year, but unfortunately the lambing in Riverina this year is not up to the mark, and I have been making my purchases in Victoria.

467. Do the Government freezing works make a loss or a profit on their charges?—They must make a loss on the charges they make.

468. Who pays for that loss?—The country, I presume.

469. Who benefits by it?—The sheep-farmers of New South Wales.

470. *By the Hon. the Chairman.*—In what way do they benefit by it?—The lower the rate the Government charge, the more the buyer can afford to give the producer for the sheep he buys.

471. Does not it benefit the Victorian farmer?—I do not see how it affects the Victorian farmer; I could not possibly buy Victorian sheep.

472. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you find the restrictions and expenses in connexion with the export of frozen meat under the present arrangement are large—do they handicap you as against exports from New Zealand?—The charges in Australia on the export of meat at the present time are reasonable and satisfactory in my opinion. As far as Victoria is concerned, I consider that if additional expenses and restrictions are placed upon us, we will not be so well able to compete with other countries, where those expenses and restrictions do not prevail, as we are at present. Now we are on an equality, because we can do as well as they can do; we can get the same freights, and work on the same scale of charges.

473. Have you had any demands from home for Government certificates as to the soundness of the meat?—Never.

474. Have you had any correspondence with your agents on the subject?—Yes, I was in the habit of sending home certificates that I got from the Department of Agriculture, and they told me not to send them any more—they were never asked for, and they simply put them in the waste-paper basket.

475. *By the Hon. the Chairman.*—Does that apply to all the markets?—To all, except the Mediterranean ports, where the military authorities demand a certificate of health.

476. How about South Africa?—They do not want them there. I have sent them, and they say they are of no use; they have never asked for them. I sent them at first as a matter of precaution in case any difficulty arose, but they tell me they do not want them. It is only the military authorities at the Mediterranean ports, Malta, Gibraltar, and Port Said, who demand them, and they are very precise—for some places I have to get the indorsement of the Chief Secretary of the Colony to the certificate that it is in proper order. The certificates have no market value.

477. You remember a speech made by a Member of Parliament at home to the effect that diseased meat was exported from this country?—Yes, and I remember that he withdrew it afterwards. He made an ample apology, and stated that he was entirely misinformed.

478. Would it not help the sale if it was certified by Government inspectors that the animals were sound when they were killed?—I do not think the people in the old country—either agents, consumers, dealers, or any one else—pay the slightest attention to certificates.

479. Would it be as well if there were no certificates at all?—I think New Zealand proves that. New Zealand meat has taken a very high place, and they have no Government certificates of any kind. The freezing works send their own certificates, but there is no Government inspection, and that is a pretty fair indication that no market value is attached to Government certificates. I do not object to inspection for health purposes, and I think that is just as essential for local purposes as for export. I think the tendency of too close inspection and rejection would be to throw on the local market an inferior class of meat for the benefit of consumers on the other side of the world. If the inspection is very rigid the meat rejected will be consumed in our own market.

480. Not diseased meat?—Not diseased meat, of course.

481. *By the Hon. S. Winter Cooke.*—Is meat landed in London inspected?—Very very closely. They have seized several lots of meat from Queensland and destroyed it. When once the sanitary inspector gets hold of it he does not let it out of his hands; he destroys it.

482. If an exporter is foolish enough to export meat of that kind he loses it?—He does, and he does not get anything for it.

483. Under this Bill your store at Newport could be proclaimed a cool store under the Act, and you then would come under the regulations which would be in accordance with the Act. You have drawn our attention to sub-clause (d) of clause 12; why do you object to that sub-clause?—I do not object to the inspection.

484. This only provides for the inspection of the ship to see that it is fit to carry your stuff?—Why should I have such an inspection? I am quite capable of inspecting the ship myself, and satisfying myself that the stuff will be carefully carried. There is also this protection, that the underwriters who insure my meat will take good care that the vessel and the machinery are in a good satisfactory condition. Between the shipper of the meat and the underwriters the inspection is quite sufficient.

485. Your contention is that meat put on board that ship should be passed by the inspector as fit for human food, and that is all?—Most certainly.

486. Sub-section (g) of clause 12 deals with “the branding, stamping, marking, labelling, and shipment of products found to be sound and free from disease, and the disposal of products found to be unsound or diseased”; would that interfere with the working of your factory?—Yes; that is one of those clauses that might be elaborated to such an extent as to give the Government inspector control over my works and my system. It is impossible to know how far the Governor in Council might elaborate the system; I would not allow any man to grade or deal with my stuff.

487. You think it would be enough for the inspector to order certain carcasses of sheep to be thrown aside and rejected; that no meat exported should be branded?—Certainly; I do not think there is the slightest necessity for it. I have got the brands that I think will meet the requirements of my customers.

488. A dishonest exporter might, after the inspector had rejected the meat, think it was good enough to send home and run the risk?—Then if there is a law he is liable to a penalty; at present there

is no penalty, but if Dr. Brown suggests to my butcher that a certain carcass is not fit for food it is put into the boiler at once. If there is inspection for disease, which I am entirely in favour of, there should be some power to punish a man who does not carry out the Act.

489. *By the Hon. the Chairman.*—The meat might be rejected, and the man might go and ship it afterwards?—That would be a criminal act.

490. *By the Hon. S. Winter Cooke.*—It has been held by the Royal Commission on Tuberculosis in England that sheep or cattle suffering from tuberculosis are not necessarily unfit for human food. You might have an animal slightly diseased, and might think it fit to export, but under this Bill the inspector would be bound to reject it?—Yes.

491. Then it would be a great temptation to certain exporters, knowing the meat was fit for human food, to export it all the same?—Naturally it would.

492. *By the Hon. the Chairman.*—If I ship 1,000 sheep I do not go and see the ship, I know nothing about it?—No, but if I, as an exporter, am satisfied to put my stock in that ship, and if the man who takes the risk of covering that ship by insurance is satisfied, I do not see why the Government should interfere. Although you do not personally examine the ship the agent who is doing your business does so in your place.

493. What objection is there to the Government inspector doing it?—The Government inspector will probably know nothing about it at all.

494. He could not do any harm?—He could, because he might give a certificate that the ship was fit when she was absolutely unfit; that is an expert business. It is a most difficult thing to get a man who understands refrigerating machinery and the insulation of steamers' holds.

495. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—There is inspection in Queensland?—Yes.

496. Is it successful?—No, it is very unsatisfactory.

497. Is it done by Government officers?—Yes, and they have made some glaring mistakes.

498. There is no inspection in New Zealand, and the results are satisfactory?—Yes.

499. *By the Hon. the Chairman.*—How do you know it is unsatisfactory in Queensland?—I know, from information I got from England, that a line of sheep was passed and a certificate given by the Government inspector, and when that shipment arrived in London it was seized and destroyed, and the consignees were brought up before the court. That shipment was destroyed as unfit for human food.

500. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is butter freight more or less in proportion than meat?—Considerably more.

501. Is there any reason why it should be more?—There is a reason why it should be less, but it is more, I presume, because the freight arrangements are made by the Government instead of under ordinary mercantile competition.

502. Do you mean that if the Government had not stepped in and secured the freight by the two lines of steamers the freight on butter would be lower than it is now?—I have not the shadow of a doubt about it in my own mind.

503. With the best intentions the Government have done harm?—I think so.

504. *By the Hon. the Chairman.*—Do you not think that the Government calling for tenders and guaranteeing a certain quantity per annum would be likely to get a better contract than when a single ship takes a contract from Tom, Dick, or Harry?—I do not think so; I think mercantile competition will do more to keep freights at a proper level than any Government arrangement. I think if the butter exporters of Victoria arranged their own freights they would get them cheaper. We have been getting our meat freights at  $\frac{1}{2}$ d. per lb. Meat occupies a great deal more space, and is a more difficult thing to carry than butter, yet the rate for butter has been  $\frac{3}{4}$ d.; in the same ratio the rate for butter should have been  $\frac{3}{8}$ d.

505. With butter there are the cases?—Yes, but they have to pay for the space occupied by the cases; they charge by the cubic foot.

506. Are you aware that the Orient and P. and O. lines carried butter before this contract, and said they could not reduce the rates?—Yes, I am aware of that.

507. You think the ships that come here and take 50,000 or 60,000 carcasses would carry them at a lower rate than the P. and O. and Orient lines?—Yes, they do it.

508. Would you be in favour of 5,000 or 6,000 boxes of butter being sent in one shipment?—Certainly; the shipments of butter are through four lines at the present time—the Orient, the P. and O., the Aberdeen, and the London. Some of those steamers go by the Cape and arrive at irregular intervals. They are delayed at Durban and at Cape Town. You cannot regulate the arrival of those steamers.

509. The principal quantity goes by the Orient and the P. and O. lines?—I think there is a large quantity going by those lines.

510. *To Mr. Wilson.*—What ships carry the principal part of the butter?—The mail boats—the P. and O. and the Orient lines.

511. Do you send much butter in the boats that go by the Cape?—Yes; in the apple season we cannot get the use of the mail boats, and are obliged to send by any boats we can get.

512. *The Witness.*—You may regulate the departures to some extent, but you cannot regulate the arrivals in London.

513. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What is the Government charge for freezing?—8d. per carcass. We charge a consolidated rate. Our charge would be somewhat in excess of that.

514. Is the Government underselling you?—Certainly; I think the Government work is being done at an absolute loss.

515. *By the Hon. the Chairman.*—You are quite clear that the butter shippers could do better if left to themselves?—Yes, just as the meat people have done better for themselves.

516. *By the Hon. J. C. Campbell.*—What quantity of meat have you treated during the last year?—About 375,000 carcasses of mutton and lamb from the 1st November, 1897, to 1st November, 1898.

517. Where was that frozen?—At Deniliquin, Newport, some in Sydney, and some in various parts of New South Wales and Queensland.

518. Have you frozen any of your meat with the Government here?—Yes, a few thousand carcasses. During the time the Newport works were being reconstructed I utilized the Government works here.

519. Does the Government supervise as far as quality is concerned?—No.

520. Do you think it safe to kill meat at a distance from where it is to be frozen?—Not in summer time ; it is absolutely unsafe in summer.

521. Were you satisfied with the freezing at the Government works?—I was not. I did not think the temperature of the chambers was sufficiently low to be safe ; I thought there was a danger of bone taint and damp.

522. What qualities did you ship to the other places besides England?—To the Mediterranean ports we are required to ship the very best quality.

523. Have you ever been asked for meat with the Government brand?—Never, in all my experience in the trade.

524. You would not freeze at the same rate as the Government freeze at?—No.

525. Provided that this Bill passes, and the Government attempt to control your business, what will be your policy?—To do my business in another colony, where I would not be subjected to the same charges and restrictions.

526. *By the Hon. the Chairman.*—Would the Bill do that?—I think so. We are to be subjected to various charges, the imposition of duties, &c.

527. Those are very small charges?—We do not know that.

528. *By the Hon. J. C. Campbell.*—How many men do you employ at Newport?—Between 70 and 80.

529. *By the Hon. S. Winter Cooke.*—What tenure have you?—I have about sixteen years to run ; I am a Government tenant through the Railway Department. I was called upon by the lease to spend a sum of £8,000 in improving the machinery, and when I got delivery of the premises I saw that they were so utterly unfit to do the work that was expected of them that I had to pull the whole place down, take out the old plant, put in fresh, and rebuild the premises.

530. *By the Hon. the Chairman.*—Was that not according to your lease?—No, it was simply to improve the accommodation ; instead of spending £8,000 I had to spend nearly double.

531. What rent have you to pay?—£400 a year, and that is almost doubled next year.

532. *By the Hon. S. Winter Cooke.*—Your landlord is competing against you?—Yes.

533. You entered into your business after the landlord was in business?—The State started with the intention of freezing little lots of farmers' sheep.

534. It was doing that?—Not when the lease was given. When I took over the business from Hotson the State was freezing little lots of farmers' sheep. The intention of the State distinctly was for the purpose of accommodating small farmers ; instead of that, at the present time it is accommodating speculators. There are not half-a-dozen farmers in the whole of Victoria using the Government works ; it is men who are, like myself, speculators in sheep.

535. *By the Hon. the Chairman.*—Would you say the Government should not interfere with freezing in any shape or form?—Most certainly I do ; there has been no demand for it. The business of freezing and export of meat is going on entirely satisfactorily at the present time, and I say under those circumstances let it alone.

536. There is no accommodation outside the Government works?—I will double my accommodation at any time if it is required. Since I took possession of the Newport works I have doubled their capacity, and I am prepared to quadruple their capacity if required.

537. You have works and ground belonging to the Government at present?—Yes.

538. Those originally belonged to a private company, and they made a failure of it?—Yes.

539. The Government of the day were induced to buy that property, and they carried on for a time ; then they let it to Hotson, who sold out to you ; when you took possession those Government works were established as they are now?—Yes, for the purpose of freezing small lots of farmers' sheep.

540. Do they come into competition with you?—Yes, most certainly they do. Where there are Government freezing works there will be no private enterprise to extend and multiply meat-freezing works ; private enterprise dare not start to compete against the Government with the public purse at its back.

541. You are benefitting by the Government yourself ; you have got the works at a very low rate?—No ; it would have suited me infinitely better to build absolutely new works, but I did not think it would have been safe to do that, because those works would have been a menace to me for all time.

542. What would it cost to put up a new plant?—It depends upon the size of the works.

*The witness withdrew.*

*Adjourned to Tuesday next, at Three o'clock.*

TUESDAY, 8TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;

The Hon. J. C. Campbell,  
The Hon. S. Winter Cooke,  
The Hon. E. J. Croke,

The Hon. C. J. Ham,  
The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. G. Simmie.

George Herbert Hope, examined.

543. *By the Hon. the Chairman.*—What are you?—Produce merchant. I am a partner in the firm of J. Bartram and Son.

544. Have you seen the Bill now before Parliament?—I have.

545. Are you conversant with all its clauses?—Fairly so.

546. Are you in favour of the Bill, or do you object to any part of it?—I object to the Bill.

547. To what particular clauses?—Among the particular clauses that I object to is No. 5. I am satisfied with all the clauses down to No. 5.

548. What do you object to in clause 5?—I think it leaves too much power in the hands of the Minister, because under this clause he can declare one particular cool store to be the store in which the butter is to be frozen. According to my reading, I think that clause gives him the power to declare a particular building.

549. Do I understand you to say that the Minister can say all the butter must go to one particular one?—Yes. Under this clause he could build freezing works at Port Melbourne and say—“That is the one I appoint.”

550. If you wanted him to declare a store he could declare it?—Yes; I might want him to and he might say—“No; the one is the one I am going to build.” I am only going on the clause as it is before me. I might say that I object to the Bill because I think the present conditions are satisfactory.

551. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you do anything except in butter?—Dairy produce generally.

552. Nothing in sheep?—No. The next clause that I object to is clause 12, paragraph (a), in connexion with the registration of exporters' brands, stamps, marks, and labels. I do not see any necessity for that, because the brands never conflict, and the clause would only give us unnecessary trouble. Tom Smith might order butter from us, and we mark it “T. S. over L.” brand. It is a nuisance to have to come to the Department and say—“We want to export butter under T. S. over L., and desire to register that brand.” There is no occasion for such a thing.

553. Have you been aware of where bad butter has been sent out under a well known brand?—No.

554. Supposing there were such a case?—It would be absolutely wrong to do so.

555. That is the object of the clause, to prevent such a thing being done; to prevent any but the registered brand being put on?—I think it is only going to cause a lot of trouble to the trade to prevent a visionary action. If a man pirates a brand, the owner of the brand has good grounds for an action.

556. It might not be discovered for a time?—It is easily discovered, because the shipping agent sees there are two shipments under one brand.

557. You think you should have a free hand in the matter?—Yes. I do not see the necessity of that clause at all. We may miss shipment through having to run up to the Department of Agriculture to get the right to use certain initials.

558. The butter factories have registered brands now?—Yes.

559. You would not alter that?—No. I maintain there is a brand that should be the shipping brand. If I buy butter from a man whose initials are the same—

559A. That would not affect the brand?—No, perhaps not. Very often butter is shipped without a brand at all; there is any quantity of butter sold without a brand; it is perhaps the best creamery butter.

560. *By the Hon. J. C. Campbell.*—You must have a shipping brand?—That would be the buyer's initials. I say that under this clause you would have to rush up to the Department and say—“Give me the right of shipping under T. S. over L.,” or whatever it might be.

561. *By the Hon. the Chairman.*—You want a free hand?—We claim the right to do the same as other merchants.

562. Did you give evidence before the Commission which sat some time ago on perishable products?—No, I was in England at the time that was sitting.

563. You are not aware perhaps that there was a certain lot of butter sent to Bendigo; a different brand altogether was put on it; I think it was the Grasmere brand, a well-known western district brand, and it was sold as Grasmere butter?—I was away at the time, and am not in touch with the case you mention.

564. What is the next clause you object to?—Paragraph (h) of the same clause—“The imposition and collection of fees upon the issue of inspector's certificates, or the registration of meat works, or any works wherein products are made or dealt with.” I would like to know what that means. Has the Governor in Council the right to impose and collect any fees in connexion with the examination of any goods? Has a man a right to come into our store and say—“I want to examine so-and-so,” and charge 20 to 25 guineas as a fee?

565. Do you think such a thing likely?—If you have a Bill, you want it made definite as to the meaning.

566. Do you object to the Government brand being put on your butter?—I do not object, but I see no gain in it. It is absolutely a waste of time, in my opinion.

567. What is the next clause that you object to?—Clause 15 (b)—“Any person who refuses to give information or gives false information in answer to any inquiry made by an inspector for the purposes of this Act.” I think that is rather broad, to be forced into answering any inquiry. If an inspector comes into our office and says—“I hear you have 100 cases of butter, and I want to know whom you sold to,” I think that is our information. We have been to trouble and exerted our energy to get customers, and I do not think we should be forced to give such information.

568. A man who asked such a question would be exceeding his duty?—I think that would come in under that clause. “Any inquiry” is pretty broad. Why should he not come in under that paragraph and say—“What have you done with so-and-so?”

569. If that were done you would only have to make a complaint to the head of the Department. Put yourself in the inspector's place, and would you be likely to do as you now suggest?—I would not do it personally, but some men might. I think that is about all I have to object to. As far as butter is concerned, I have not any very strong objection to the Bill, because, beyond the clauses I have mentioned, the Bill is in a great measure an expression of the present conditions under which the trade is carried on. But no one has asked for the Bill, the city has not asked for it; the country has not asked for it, and it seems a strange thing to me that the Minister could come and force it down a merchant's throat.

570. You did not hear Mr. Anderson's evidence?—No.

571. You are not a producer?—No, I am what is known as a middleman, but I come a good deal in contact with the country, and we have a good many factories under our control. I remember Mr. Black writing to the papers, when Mr. Potts went through the country lecturing on butter-making, and

so on. He said they could do with any amount of that sort of thing, and he recommended Mr. Taverner's action in providing educational facilities on the subject, but he said the producers could manage their own commercial and financial business themselves.

572. Has he altered his opinion since; that expression of opinion was given when the Government were thinking of grading the butter?—I do not think he would object to grading. He was, I think, president of the Western District Dairymen's Association, and I think he is a member of the Dairymen's Association of Victoria. I was under the impression that that Association did not agree to the Bill absolutely.

573. It is only to be expected that you and others in the same line of business do not want any interference?—We do not object to interference if there is any good to be got from it.

574. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What is the special advantage of the Government brand?—Only to give a few inspectors good billets. No one takes any notice of it in England; in fact, often they do not know that there is the brand on it.

575. Do you speak now from your own knowledge?—Yes.

576. Have you been home recently?—About four years ago.

577. They do not buy at home on the Government brand?—No.

578. They are guided in buying by the factory brands?—In a measure they may be. They always buy prime quality and expect it; it must be up to that standard.

579. If they see a well-known factory brand they would expect the butter to be of good quality?—No one buys the brand, he buys on quality. The manager of a factory may die, and they may get a bad manager, and the butter may not be up to the usual standard of that brand.

580. They buy subject to examination?—Yes. When butter is not plentiful here we buy from New Zealand. They have an examination there, but if I am asked to buy on the Government brand I say "No." I am not going to submit myself to the competency, or it may be the incompetency, of an inspector. It is a very difficult thing to get a competent man to examine butter. I know very few that I would trust to examine for my buying.

581. Is there much pastry butter exported?—Very little. In season 1896-7 out of some 8,000 tons of butter shipped from here there were not more than, perhaps, 6 tons of pastry butter shipped.

582. Is the object of the Bill to prevent pastry butter going home or to prevent its going home under a false name?—I do not quite understand what the object of the Bill is. The object of the Bill cannot be to prevent pastry butter going home, but any Minister having a fad can say—"Go on and examine it," and if they are going to check 8,000 tons of butter in order to prevent 6 tons of pastry butter, which has a value, being shipped under another name, I think it is a very expensive way of finding it out.

583. *By the Hon. the Chairman.*—Do they not check it now?—Yes, but I do not see any object in inspecting it.

584. Do you ship to anywhere else than to England?—Yes, anywhere where it can be sold.

585. Do you ship to the Cape?—Yes.

586. Do they want the Government brand there?—No; it is never asked for. Any man trading in an article, if he advances money against it, must have a good check, and must examine it closely. Every man trading in butter examines it on arrival more closely and scientifically than the Government would do. After butter is examined we send out this with it—[*producing a document*]. We advise the factory if there is anything wrong, and tell them how to put it right. The Government do not do that. We write immediately letters to the factory, and advise them on such occasions.

587. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would you advance money on the Government inspection?—No. I mentioned that in the case of New Zealand we would not buy on the Government inspection. I may tell you we are agents for one of the Queensland meat companies who deal in tinned goods, and attached to every shipment is a certificate from the inspector, which we promptly put in the waste-paper basket. It is no good to us. I go on my own judgment. The fact of some Government officer attaching a slip of paper saying he has examined the goods I do not take any notice of.

588. What is the effect on your trade of the Government securing freight?—It is good, and we have weekly freight, but I am of opinion that if private individuals were left alone they would do better than the Government can do for them. They have their own money invested, and they are keener after their own interests, and the chances are they would get better terms than the Government could get.

589. *By the Hon. the Chairman.*—Do you believe that if you had the whole of the butter trade in your hands you could not do better if you could say to the shipping companies—"We will guarantee so much freight a week." Would the companies not do it cheaper under those conditions?—As far as my experience goes, we ship to Western Australia and elsewhere, and we can arrange satisfactory freights. There are competing companies. As it is now, with the Government, you block all opposition by having a contract for four or five years.

590. Would it hurt the butter freight if the large ships came in taking butter at a lower price?—No, but it would bring the other people to terms.

591. I thought the great thing was to get regularity of shipment?—Yes, that is the object. I would rather pay a higher rate for a regular weekly freight than for an irregular service.

592. Do you think if the Government had not advertised for the freight it would have been cheaper?—Yes. Take other things, such as wheat and wool; we manage those things without the Government help.

593. Wheat can lie on board ship or on the wharf for a longer time than butter could?—There is no Government control over freight in New Zealand for butter or cheese.

594. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—And never has been, has there?—No; it is left to private enterprise, and they get it away regularly.

595. *By the Hon. S. Winter Cooke.*—You export both by the mail steamers and by others?—Yes.

596. Do you know what proportion you send by each?—I think about one-sixth by outside steamers. We ship by all boats. We practically ship as if the Government had the whole control. We send the butter down to the freezing works.

597. *By the Hon. the Chairman.*—If a ship came to-morrow and offered to take 100 tons would you send it?—No, not by any ship.

598. *By the Hon. S. Winter Cooke.*—You ship by the mail?—Yes. Mr. Taverner completed a contract with the outside boats, and we knew they could not carry the butter.

599. *By the Hon. the Chairman.*—How do you know?—I know the dates of sailing.
600. Do you know they were bound to have the room?—Yes.
601. Do you think it is impossible for them to have suitable steamers?—Yes. We preferred to stick to the mail boats.
602. Have they lowered their rates?—Yes.
603. Though they could not before the Government stepped in?—Because they were dealing with the Government.
604. Do you believe that to be the case?—Yes. The Government is charging 2d. a case for freezing, and I can get it done for less than that.
605. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you say you can get butter frozen for less than 2d. a case?—Yes, at present.
606. *By the Hon. the Chairman.*—Who would do it for less?—I do not think that is a fair thing to ask. If you will offer me 1,000 tons I will undertake to freeze it for less than 2d. a case.
607. Why do you not do it then?—It would be no saving to do it, because we would have to cart it twice.
608. That is not a fair thing to say?—I think it is. If I can get it frozen in Collins-street for 1½d. a box, why cannot the Government do it at their works for less than 2d.? You give me an offer of freezing the whole of the butter for export, and I will talk to you.
609. I cannot understand why you, as a large shipper, if you can get it done for less, do not do it?—For the simple reason that the Government have the Corporation works alongside the railway, and if I went to other works I would have to pay two cartages, being away from the railway.
610. That would make it expensive, and carting butter about in the hot weather would not be a good thing for the butter?—No; but I say if I can get butter frozen in Collins-street for 1½d., the Government should be able to do it for the same.
611. *By the Hon. G. Simmie.*—A man from Warrnambool said they could get it done cheaper by the Government?—That is meat; I am only speaking of butter. I feel that this is the thin edge of the wedge. There is nothing very objectionable in the Bill itself, but if you organize a Department of this kind it will become an expensive Department. The present Minister may not always be in power, and a fresh Treasurer may say—“You are losing £10,000 or £15,000 a year. This is being done in the interest of the producer; let him pay for it.”
612. *By the Hon. the Chairman.*—Suppose I do not want to deal with the middleman at all, I can go to the Government and send to my agent at home direct. If the Government were not there I could not do that?—You could get that done; Mr. Tate or any shipping agent would do it for you.
613. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You think, if left alone, we could do as well as New Zealand has done?—We have done better than New Zealand as far as the export is concerned.
614. Is that because of the acts of the Government?—No. When Mr. Dow introduced the bonus system he hit on a good thing. It fostered the industry and developed it much faster than if it had grown naturally; but since the bonus has dropped, the Government has practically done nothing for the butter industry. It is all very well for the Department of Agriculture to say—“We have put so many thousand pounds worth through this week”; but that means nothing. We have done it.
615. You think you could have done it better than the Government have?—I say the Government Departments in general have done nothing to develop the industry.
616. *By the Hon. the Chairman.*—Do you know the regulations in New Zealand?—I am not conversant with them. I know they grade the butter by points.
617. That is the very thing you object to the Bill for?—I do, strongly.
618. That is what New Zealand does?—Yes, but there it is only waste of time and money doing it; there is no advantage in it.
619. *By the Hon. J. C. Campbell.*—You stated that you objected to the regulation clause in the Bill. If the regulations were printed in the Bill they could not be altered, and though they did no harm to the exporter, you would still object?—I object to the Bill. I say it is not asked for or wanted. When a trade is running satisfactorily it is as well to leave it alone.
620. Do you think the butter export is worked well at home?—Yes.
621. Do you think any interference by the Government could hurt it or improve it?—It could not improve it. For instance, Mr. Taverner, in one of his Bills, wanted to put the term “mixed” on the butter. If a Minister wanted to bring in a Bill with that in it he should know what it means. He did not understand the term. If butter had gone home with that brand on it, it would simply have competed with butter from other countries as mixtures, and we say if a Minister would bring in a Bill with such a thing as that in it, we hesitate to know what he would not bring in.
622. *By the Hon. the Chairman.*—What is that butter called in New Zealand?—“Milled.”
623. *By the Hon. J. C. Campbell.*—Is not that a wrong name?—I think “blended” is better. The buyer at home is well able to look after himself. The Bill, as far as it goes, with the exception of the objectionable clauses referred to, is satisfactory; I say it does no good or no harm.
624. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You say our arrangements at home are satisfactory. What part does Mr. Sinclair take in them?—I am not sure, but think he visits the boats and takes the temperatures. I think he visits the agents and says—“How are the temperatures of butters ex this boat; are the arrangements good?”
625. Do you think the agents give him every information?—I do not think every agent would give the information according to this Bill. If he asked—“What have you done with such-and-such stuff?” I do not think an agent would tell him; but anything that is reasonable, I think, they would tell him.
626. *By the Hon. J. C. Campbell.*—Are you aware that the Minister of Agriculture stated that this Bill was objected to only by unscrupulous and dishonest tradesmen?—I saw that in the paper.
627. Do you know of any unscrupulous or dishonest tradesmen who object to this Bill?—No. There is no objection to the present conditions of the trade. I defy any man to object to the present conditions. There are certain objections to some of the clauses that I have pointed out, but as far as the Government examining the butter or freezing it is concerned, there is no objection to that in either the country or the city.

628. *By the Hon. the Chairman.*—The only objections you have are to those two clauses?—Yes.

629. *By the Hon. J. C. Campbell.*—Are you aware of any cases here where the Government expert here refused to put the Government brand on butter, and that butter fetched a higher price than butter that he put the brand on?—I have heard of it, but I cannot say whether it is a fact or not.

*The witness withdrew.*

Frederick Tate, examined.

630. *By the Hon. the Chairman.*—What are you?—My evidence is in connexion with the question of frozen rabbits only; I know nothing about anything else.

631. Have you examined this Bill?—Not critically in regard to rabbits, not thinking they were very much affected by it, or us either.

632. You have no suggestion to make to the Committee?—I am very well satisfied with the present condition of things as far as rabbits are concerned.

633. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are rabbits graded compulsorily now by an inspector?—Yes. I dare say we might be allowed to export rabbits graded and frozen by ourselves, but I doubt if we could get advances or insurance on them.

634. Then the inspection and grading enables you to get advances and insurance?—I do not say it enables us to get advances, but we could not get advances unless insured against all losses, and the insurance companies would not run the risk without the proper inspection and grading. The insurance companies have to be satisfied that the rabbits have been graded and inspected. They must be satisfied.

635. I want to know if it is necessary that the rabbits should pass through the hands of a Government inspector?—The question has never been raised; there is a great difficulty in getting rabbits insured at any price. We are paying six guineas per cent. now, and it is difficult to get some companies to take them even at that.

636. *By the Hon. the Chairman.*—Must they have the Government stamp on them?—The guarantee clause in the policy provides that the risk commences in the Government freezing works and extends to a certain period after the landing of the goods.

637. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Supposing they are frozen at other than the Government freezing works, say, Portland?—I do not know anything about that; I should be willing to do it, but the Government have a monopoly of the ships.

638. Do you mean the Government would not allow you to ship by the P. and O. or Orient steamers unless they freeze the rabbits?—I think I am right in saying I do not think they would.

639. *By the Hon. the Chairman.*—The ships would take them if there were room, would they not?—There is a great difficulty about rabbits; the Government ship them sometimes when we do not want them shipped, and when we want them shipped we cannot get them sent away.

640. That is, there are certain seasons in London which must be met?—Last season the market was practically ruined at home, because the Government would ship them at the wrong time.

641. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What would have happened if there were no other place to send them to but the Government chambers?—If there was no other place, exporting would have been impossible.

642. Would the public have established freezing chambers?—Yes, private enterprise would do anything; there are such places now.

643. Is there sufficient trade to induce private people to extend their works so as to include rabbits?—I do not think so. I must say the Government treat us very well, except in the matter of shipping, and there they are no good to us at all, because when we want to ship rabbits we cannot get them shipped.

644. *By the Hon. the Chairman.*—I suppose you want them frozen all the year round, and there is only a certain season for shipping?—Up to the 31st of March is the latest for shipping freely, until 1st July.

645. They keep them as long as they have room?—Yes, and they charge for it, too.

646. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think the trade would have been better served if the Government had not got the command of those two lines of ships?—I cannot say that. You see the freezing works do not belong to the Government at all; they belong to the Corporation, and if it were not through the Corporation going to the enormous expense of establishing them I doubt if we would have the facilities for freezing rabbits that we have now.

647. Would not private individuals have leased the works from the Corporation?—I dare say, if it had rested with me I would have been willing to rent them, and would do it to-morrow if I could; I would take up the whole of the shipping, and the whole of the works at once.

648. *By the Hon. the Chairman.*—You would have a monopoly then?—Yes.

649. And now they treat you all alike?—Yes. I must say the Government have treated us very well, and we are willing to go on as we are.

650. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—The only thing is you have the stuff shipped at the wrong time?—That has happened, but I do not think it will happen in the future.

651. *By the Hon. the Chairman.*—If a large quantity were sent away at one time it would not pay to have the stores rented the whole of the year, and a great part of that time empty?—Suppose the whole of the space at their disposal were filled up then so much the better for the market at home, because shipments would be curtailed.

652. What would become of the rabbits caught up the country after that?—There is a large local consumption, but not large enough to dispose of all of them.

653. *By the Hon. J. C. Campbell.*—They would be canned, I suppose?—I doubt it.

654. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you think it is of use a Government inspector grading and branding the rabbits?—Yes, but the Government brand is not the slightest use. The fact of the goods having gone through a critical inspection is one step towards getting them insured, and the companies standing all risks.

655. A critical inspection by a good man would do; he need not necessarily be a Government officer?—It must be some one whom the insurance companies would respect.

656. *By the Hon. S. Winter Cooke.*—You have heard of rabbits with the Government brand on them arriving in London in bad condition?—Yes.

657. That injury may happen on board the steamer?—Yes.

658. So the Government brand is no guide that they will arrive in England in good condition?—No.

659. We have been told that rabbits are frozen cheaper here than in the Western District factories, Geelong, and Portland?—Yes.

660. Would that account for the glut of rabbits in the Melbourne market, so many more rabbits arriving in Melbourne and being frozen here?—I do not think so. The country works are of very small capacity in comparison with the Melbourne works, and they could be very soon overpowered.

661. That may be so?—Another reason is they can freeze only local rabbits in the country, but in Melbourne they can concentrate rabbits coming for hundreds of miles; in Portland they only have the rabbits coming from round the district.

662. But rabbits have been taken from the neighbourhood of Warrnambool and Portland down to Melbourne?—Yes; we receive them in Melbourne from the cockspur lines.

663. That helps to glut the freezing works here?—They never have been really glutted, but they have had to relieve themselves by shipping rabbits at the wrong time.

664. *By the Hon. the Chairman.*—How long have you been in this business?—From the commencement of the business, about three years, I suppose.

665. Are the rabbits higher in price now than formerly?—Yes. We used to get them for 5d. and 5½d. a pair, less railage, and now we are paying 7d., less railage, and in some places 7d., plus railage, and I hear of some people paying 8d.

666. We were told by the manager of the Portland works that they are not dearer; I was under the impression that they are almost too dear to buy for tinning?—In the country places it would pay better to tin the best rabbits; it is only the refuse that is tinned in Melbourne. In the country good rabbits are only worth as much as the bad ones are in Melbourne for tinning.

667. They could not give 7d. a pair for tinning?—I think not, but I have no experience.

668. *By the Hon. S. Winter Cooke.*—Have you been in any of the country works?—No.

669. Do you know that they only tin there?—They freeze in Portland and Port Fairy.

670. Why should they not attract rabbits for freezing?—They do, but only the local rabbits.

671. That is why they come to Melbourne, because it is cheaper to freeze them here?—I think 2d. a pair is a pretty good price to charge us.

*The witness withdrew.*

Alfred Joubert, examined.

672. *By the Hon. the Chairman.*—What are you?—I represent Joubert and Joubert. We are export and import agents, and export rabbits very much on the same lines as Mr. Tate does, only that we go in more for canning them.

673. Have you examined the Bill?—Not critically. As far as I can see the method will be the same as at present, but the Government can enforce it more rigidly. As rabbit exporters, we are quite satisfied with the way the rabbits are graded and inspected.

674. You do not object to the Bill?—No. You go further and want to inspect the tinned meats; that would suit us very well as we only put up at the Flemington works, and we give Mr. Anderson a free hand to throw out anything he considers not good. As a matter of fact, we pay more than other factories who put in anything; we have to pay more, and we are getting more than the smaller factories.

675. Do I understand you would not object to have a Government inspection of tinned rabbits?—Yes. We ship butter on order, and it is an extra protection to have the Government brand on it. When we ship an order we inspect, and we affix the Government brand, and that shows it is Victorian produce.

676. Do you think the branding a good thing?—I will not go into the butter question; as a matter of fact, the Cape is the only place where we ship butter to, and our agents notified there was a brand sent there from home as Victorian butter. It is an American butter with a kangaroo on it, and it did not come from Victoria at all. I think it would be a good thing to have a brand which showed what butter came from Victoria. I would rather not speak of butters, as we deal more in rabbits.

677. Have you a large business in rabbits?—Yes.

678. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you consider the Government brand of any use to you in selling at home?—Very often our agents at home sell to arrive; they know we take every care, and if there is no claim for insurance they know it arrives in the same condition as it leaves here.

679. Do they sell to arrive because the Government brand is on it?—We never see the agreements made between our agents and the purchasers; they may sell subject to inspection.

680. Have you had any request from home to be sure that the Government brand is put on?—No.

681. *By the Hon. the Chairman.*—Or that it is to be inspected by the Government?—No; it is understood at home that it is inspected and graded by the Department of Agriculture here.

682. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Who pays for the inspection?—We pay the Government, and they pay their inspectors.

683. *By the Hon. S. Winter Cooke.*—Where does the inspection take place?—At the freezing works.

684. And the rabbits are tinned at the factory at Flemington?—All that are not going to be exported we send to Mr. Anderson, who has a free hand to throw out anything he chooses.

685. They are first inspected?—They come to the freezing works; we each have an archway, and the graders come along and cull out the rabbits that have any disease. They break their backs and throw them aside. We get a certificate from Dr. Brown, and the other rabbits that are not bad are taken away.

686. After they are approved of for export, where do you take them to?—They are taken and packed by the Department, and placed in the chambers and await shipment.

687. You can them at Flemington?—Yes.

688. May they not go bad in transit?—If they do, Mr. Anderson may throw out anything he chooses.

689. Where is the Government brand put on?—Not on the tinned ones at all, only on the frozen ones. We are open to any inspection.

690. You export canned rabbits without the Government brand?—Yes.

691. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is the arrangement made by the Government for freight advantageous to you?—It is in our favour; in fact, at present, we could not export outside the Government.

692. Supposing the Government had not made a contract, what would have been the effect on the trade?—We exporters as a whole would have had to pay a higher price. We would not have been powerful enough to go to the companies and make terms.

693. *By the Hon. C. J. Ham.*—You say that the diseased rabbits are condemned by Dr. Brown, and thrown aside; do you know what becomes of them?—Our men skin them. Each exporting firm has a rubbish bin outside, and our man puts his in ours, and pours kerosene over them so that they cannot go into consumption. We take every care that they do not go into consumption. I have heard of people coming and asking for them, but they are useless to them.

694. If you were told that those rabbits thrown aside were canned, it would not be correct?—No.

695. *By the Hon. the Chairman.*—I presume that the ones that are canned are the ones considered by the classers too small to come up to the standard?—Not necessarily too small. They often arrive in a bloody condition or have a blemish which does not necessarily make them unfit for food.

696. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You say the exporters by themselves would not be strong enough to combine for a reduction of freight?—I do not think so.

697. Do you know that the New Zealand exporters were strong enough to make terms?—I did not know. Had not the Government given the assistance that they have, we personally would not have gone in for the business; and if the works were shut down to-morrow our firm is not sufficiently strong to erect works of their own.

698. *By the Hon. the Chairman.*—Do not you think it is a good thing for the rabbiters in the country having the stores—that by that means they have got a better price for the rabbits?—Yes, in hundreds of districts.

699. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do the stores belong to the Government?—To the Corporation, and they are leased by the Department of Agriculture.

700. Then any one else could lease them?—Yes, if they could pay the rent.

701. *By the Hon. the Chairman.*—Do you consider that if any one firm had taken the whole of the works the people in the country would have got as good a price for the rabbits?—No.

702. *By the Hon. S. Winter Cooke.*—Do you think those works should be carried on at the expense of the country?—They are not; we pay for them.

703. There is a loss of about £6,000 a year on them?—I did not know that.

*The witness withdrew.*

David Wilson, examined.

704. *By the Hon. the Chairman.*—What are you?—Chief dairy expert and superintendent of the export trade under the Department of Agriculture.

705. How long have you been managing the works?—Before answering your question, perhaps you would allow me to read a few notes on the evidence I have heard given here—*[producing a paper]*.

706. How long have you been in charge of your Department?—About ten years.

707. It started in a very small way?—Yes.

708. You had experience in butter before that?—In practical dairying I had. I was the originator of factories in the colony.

709. It has now developed into a large business?—We started with 30 tons, and two years ago we exported close on 12,000 tons.

710. Had it not been for the severe droughts the output would have been much larger?—Yes.

711. Has the assistance that the Government has given been of much benefit to the industry?—I am in a position to prove that it could not have been done without.

712. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Starting with the bonus?—Yes, ten years ago, the year of the Exhibition.

713. *By the Hon. the Chairman.*—You have heard the evidence given by the various witnesses in regard to the branding of the butter; do you think it is an advantage to have it inspected and branded by the Government?—Victoria being the first colony engaged in the export of butter, they never contemplated from the beginning that the stamp should classify it. We simply examined the butter for educational purposes, and when we did so and approved of it, we simply put a stamp on, and said the Government approved of it. When it was good but not the best, not prime (and there is a lot of that) we simply put "Victorian produce" on, to allow the buyer in London to select his own value, but the inferior butter we stamp as pastry. Previous to our doing this, I may tell the Committee we were pestered with merchants in the city, sending a quality of butter that was pure pastry, and they were putting the stamp of "first-class factory" on it. In one case that led to a law suit, and there was a claim made for £1,000 damages. We would not ship that as factory butter, but for the want of a compulsory examination, and for the want of a means of preventing a man from shipping it, that butter was taken back, and hawked about the city, and a great deal of it found its way back to the export trade, under different brands and different qualities—we have no power to stop that being done.

714. This Bill will not give you power to stop that?—I think it will.

715. If it is unfit for human food it will?—It will give power to stop butter that we think unfit for export.

716. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Clause 3 says—"Disease means any defect or inferiority in the condition of any product which renders it unfit for the food of man," how can you stop it under that?—We cannot do that now. We lost our honey trade for want of that power; a few years ago we made an effort to create a honey export trade, and got a large quantity for consignments, about 30 or 40 tons; we got an expert appointed by the Beekeepers' Association, and got suitable tins made for the honey. About 50 per cent. of that consignment was rejected, and the producers of it shipped the rejected

portion by the same boat as we shipped by, and it being in inferior tins, they gave way in the hold of the vessel, and the honey got free, and spoilt our good honey, and we have not been able to face the home market with our honey since. If we had had the power to prevent the man sending that honey, I have no doubt we would have made a honey market at home.

717. Can you show in the Bill where you have power to stop that honey being sent?—I think so; in clause 3.

718. It simply says you can inspect and open the boxes and refuse to put the brand on it, but I think there is nothing to prevent the export of it?—I thought there was a clause in that direction.

719. The only appeal is if you refuse to put a certificate on a man can appeal to the Minister; you cannot refuse to ship it?—The first Bill, I think, has some clause of that sort.

720. There is a provision referring to live stock?—Not only do I think it necessary for diseased meat or anything diseased—

721. Clause 7 says—“No products other than live stock shall be shipped or placed on board any vessel for exportation to any country or place beyond the Australian colonies unless and until—(a) such products have been inspected and examined by an inspector, and a certificate given”?—Yes, that is it.

722. *By the Hon. J. C. Campbell.*—Was that honey which you shipped home garden or bush honey?—Both.

723. Wherever the eucalyptus grows, has not the honey always the taste of that tree?—We have all classes.

724. *By the Hon. S. Winter Cooke.*—Do you mean to say that the enterprise of the Government is so little that their desire to put honey on the London market was stopped by one failure?—Yes.

725. If it had been butter, would you have stopped after one failure?—That has not been stopped.

726. It seems an extraordinary thing to say that the Government have been stopped by one failure in their efforts to establish a London market for honey?—That is the fact; we have not had a request to put it on the London market since. Those tins were not got up for export, but we had no power to prevent the condemned honey on the same ship as ours, and the result was that when the tins burst open there were about 4 inches of dirty honey in the ship's hold, and it spoilt our good honey.

727. You think the one failure stopped the enterprise?—Yes. We have never had one request for honey since. There was plenty of honey in the lb. packages that was not affected by the eucalyptus.

728. *By the Hon. the Chairman.*—We have been told here to-day and previously that the Government brand was of no value to butter; do you think it is of value; can you give instances where it has been proved to be?—It is a curious thing to me that the people who say it is of no commercial value to them are all anxious to get it on their butter. That is one of the difficulties, that when we refuse to put it on there is a tramp up of all the shippers to know why; if it is no use, why the anxiety to have it, not by one shipper only but by all? When I was in London I can assure you the whole of the wholesale dealers I saw went for Victorian butter with the Government stamp on it.

729. When was that?—In 1895. I frequently noticed provincial buyers coming to the large stores to pick over the butter, and if they wanted a first-class butter they always went amongst the stamped piles first.

730. You were not in the butter trade in the early days, when we imported most of our supplies from Cork, were you?—I have given as much as 3s. a lb. for that butter.

731. Those butters were known as Rose and double Rose Cork?—That would not fetch pastry butter price now. It used to have from 12 lbs. to 14 lbs. of salt to the cwt. in it; we put about 3 lbs. to the cwt. now. That Rose butter was often sold just on invoice, and though it was looked on as good butter then it would not pass as such now.

*The witness withdrew.*

*Adjourned to Tuesday next, at Two o'clock.*

TUESDAY, 15TH NOVEMBER, 1898.

*Members present:*

The Hon. W. McCULLOCH, in the Chair;

The Hon. S. Austin,  
The Hon. J. C. Campbell,  
The Hon. E. J. Crooke,  
The Hon. C. J. Ham,

The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. G. Simmie,  
The Hon. N. Thornley,  
The Hon. S. Winter Cooke.

Alexander Bruce, examined.

732. *By the Hon. the Chairman.*—You are Chief Inspector of Stock in New South Wales?—Yes.

733. Have you read the Bill now before this Committee?—I have, but not carefully.

734. Do you approve of it generally?—I approve of the principles of the Bill. I approve of the grading of all sorts of products.

735. Is there any point in the Bill which you have any objection to?—No; I cannot say there is. There might, perhaps, be in some of the details with respect to the cool stores, but I am not quite clear as to the power taken in regard to them.

736. Does the Bill go as far as you think it ought to do generally in reference to shipping meat?—It says—“Inspection of products other than live stock,” which I understand includes meat. I am in favour of the grading of meat.

737. You would not be satisfied with “sound and free from disease”?—No; I would take it as a matter of course, that it is inspected and certified to as being free from disease.

738. Do you think that power should be taken to prevent inferior stock and mutton and beef being shipped?—Yes, or if shipped it should be as what it is.

739. You have had considerable experience in New South Wales?—Yes. We have suffered from sending inferior produce from Sydney, both dairy produce and meat.

740. In what way?—The inferior stuff brings the character of our produce down. When I was in London in 1894 I had it cast up to me wherever I went that the Victorian butter was so much better than the New South Wales butter. I was through a good many of the stores in Tooley-street and Smithfield. They opened some of the cases for me, and I had to confess our butter was considerably lower in value than the Victorian.

741. You do not send much beef from New South Wales; that goes mostly from Queensland?—Yes.

742. You send large quantities of mutton from New South Wales?—Yes. This year, I should imagine, we were getting up to nearly 1,500,000 of sheep, and we are not sending what we would send in good seasons. Last year it would be about a million.

743. You think you have suffered in New South Wales, and indeed in Australia generally, from the fruits of sending inferior meat home, as well as inferior butter?—Yes.

744. Do you think it depreciates the general price of Australian mutton if inferior mutton is sent home, though it may be sound?—Yes. Where Australian mutton has been selling lately at 2½d., and down to 2¼d., the New Zealand mutton was selling at 3½d. If you look at the reports for the last ten years you will find there has been 1d. difference in the price of New Zealand and Australian mutton, which would make an average of about 5s. per sheep.

745. How do you account for that?—First, to a considerable extent by the quality, though our quality is generally good; but we get no benefit from that through sending the inferior mutton.

746. Large quantities of mutton go from Riverina?—Yes; it is generally very good mutton.

747. That is sent from Melbourne mostly, and you think that that mutton suffers from what you state?—From what I have heard, it is generally very good mutton. Perhaps they send second or third rate, but it has a better name than ours.

748. *By the Hon. G. Simmie.*—New Zealand mutton is generally the cross-bred?—Yes. Another thing that keeps back this colony and ours is the fact that we get a quotation from London, which hits the state of things. Last Monday we had a quotation of “cross-breds or merinoes.” Every one knows the cross-breds bring 1d. per lb. more than the merinoes.

749. You think the mutton should be graded?—Yes; and we would get a different price as between cross-breds and merinoes.

750. How would that be done?—By qualified graders or classers.

751. You would grade the mutton into first, second, or third class?—It would depend on the quantity to be graded.

752. You think that would improve the prices for the better quality?—Yes. I think Victoria is the best illustration of that fact, that you could establish a market for butter by grading. You did so by grading, *i.e.*, not sending anything but prime quality. You must beget confidence in your purchaser. You must send a good article, and the whole of the parcel must be the same as the sample.

753. Have you noticed the difference between the price of our mutton and the Argentine mutton. You remember a few years ago, if I remember rightly, our price was higher than theirs in the London market, and now every Monday you will notice our rates are lower than theirs?—Yes, I have noticed that. But the Argentine people are getting principally cross-breds. Four or five years ago not one-half of their sheep were cross-bred, and now they have more of them.

754. You said we were not getting the advantage?—Yes. But the Argentine mutton is a good deal below the New Zealand mutton, and they also suffer in Argentine from their mutton having got a bad character there. Their sheep were miserable little sheep at first; but they have introduced so many of the English sheep into Argentine that the quality of their mutton is improving, and they are getting the benefit of that, though not to the extent they would have done if they had always been doing a trade in good cross-bred mutton.

755. Is there any other suggestion you could make on the Bill?—I think you should get a proper system of grading.

756. That is what you advocate?—Yes, and it should be properly carried out.

757. You have no Bill of this sort in New South Wales?—No; there have been Bills framed, but they have never been introduced.

758. Is it the intention of the present Minister to adopt a system of grading?—Yes. It was the intention of the last Minister. The present one is only lately in his place.

759. You have a fresh Ministry now?—Rather a new Minister.

760. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—The New Zealand mutton you say brings a better price than New South Wales mutton?—Yes.

761. Is that the result of a system of inspection or grading?—It is not altogether. The general quality of the New Zealand mutton suits the home market better than ours does.

762. Did they commence the export of sheep or mutton earlier than we did?—No, we commenced to ship before New Zealand, and the New Zealand people came over and got information from us; but they succeeded where we then, practically, failed.

763. In other words, they worked up the business?—Yes; they had the cross-bred sheep.

764. Had they inspection from the first?—I do not think they had.

765. Then they built up the business without inspection?—Yes.

766. Because they sent an article that suited the buyers?—Yes.

767. It would appear the result of the market at home in favour of New Zealand sheep is not due to the fact of inspection, but the result of breeding and sending home sheep that would sell?—Yes.

768. If we had done the same we should have succeeded?—Yes; but the fault is that a good many people do not study the home market. My remarks apply almost wholly to owners who sell in the colonies. Few owners export.

769. Will that not rectify itself in time?—No.

770. Are not the buyers at home the best judges of what they want?—Yes, but there are a class of buyers who will buy, no matter how bad it is.

771. Then there is a market for the second and third class carcass?—Yes, but it is a ruinous thing to send it home.

772. They will not continue that business if it is ruinous?—No.

773. Assuming there are a class of second-class sheep that they cannot sell here, what is to be done with them?—They must either preserve or boil them down or send them home.

774. Do they get more for them by sending them home?—I do not know, on the whole, that they do.

775. If they ship that mutton, is not the inference that they do better by sending it home?—To hear the people talk, who have sent home the sheep, they do not speak in that way as a rule; but the sheep must be got rid of, although at a bad price to the producers.

776. They must either do that or boil them down. Would they continue to ship home if it would pay better to boil them down?—They must breed better sheep.

777. That is not an answer to my question. Do you think the producers of the sheep would ship them home at a loss if they could make more money by boiling them down here?—No.

778. You also say there is a demand at home for second-class meat?—Yes. We can sell anything in London.

779. Is it not advisable for us to supply that demand?—There is another thing with regard to the grading, it educates, and that is an important part, as far as the colony is concerned.

780. Is not the best education gained through one's own pocket?—No. Take butter, for instance; in Denmark if the butter is inferior the producer is told what is the matter with it and how to remedy it, and if our mutton were graded before being sent to London the same kind of teaching could be given in regard to cross-breds and merinoes. Breeders here do not know which is which, and they do not know that there is a difference between a cross-bred and a merino, and those in the trade seem to want to keep them ignorant.

781. Do you mean that the breeders here do not know the difference between a cross-bred and a merino?—They get the same price per lb. in our market for a cross-bred as for a merino.

782. I am speaking of London. They know the prices realized for New Zealand cross-bred and Australian cross-bred and merino?—Some Australian cross-breds are sold for Canterbury mutton.

783. Do the buyers go by the price and nothing else?—They get market price for their produce there; here they get the same price for the cross-breds as for the merinoes although they are bought here to be sent home.

784. Cannot you get more for a cross-bred than for a merino?—That is what they make you believe by the weekly quotation of cross-bred or merino.

785. Do you think it is a fact?—You do not get more here, I know. Any one will tell you that; that is not more per lb. in Melbourne or Sydney.

786. Then you think that the graders here are better judges of what should go home than the breeders?—Yes, they know more about the trade. Those in the trade grade them, and do not send them home and sell them for merinoes.

787. You really think the grader knows more than the breeder who ships and makes or loses money?—He cannot help himself. There is the market, and he gets what he can. The market is so ruled that he cannot get more. They would be sold for what they actually are in London if properly graded, and he would then know their value here.

788. Are they not sold for what they actually are now?—No; the quotation in the paper says—"cross-breds or merinoes."

789. You know that very often a quotation in the paper is not worth the paper it is written on?—An expert—

790. I am not speaking of experts. Do not the breeders look more to their account sales from their agents than to what they see in the paper?—I have seen breeders' account sales in which cross-breds brought the same price as merinoes.

791. It amounts to this: that, notwithstanding that the breeders get their account sales, they are content to go on shipping. You would stop them sending that mutton, and compel them to boil down or improve the character of their flocks?—They would never improve unless grading is established.

792. Then you would ship all their best meat and boil down or use the other here?—The breeders must breed for the market. They very seldom ship.

793. The encouragement to do that is to see the account sales?—They do get more for the one than for the other.

794. *By the Hon. S. Winter Cooke.*—What difference would that make, if the sheep were graded. Supposing I sent home some cross-breds and some merinoes; you say I would get the same price?—I do not know that you would in every case, but generally. I do not know that the people who ship always do that, but the people who sell here do.

795. Suppose I go to you and get them graded?—Then you would sell your mutton for what it is.

796. How would the Government grading alter my merinoes into cross-breds, or cross-breds into merinoes?—It would not.

797. I send home some merinoes and some cross-breds, they not being graded, and you say I get the same return for each?—In this market you would.

798. *By the Hon. the Chairman.*—I suppose the most of the sheep you refer to are sold to people to send home; the growers do not send them home?—Yes, and the sheep are graded by the exporters; but the quotation appears the other way.

799. *By the Hon. S. Winter Cooke.*—You told the Chairman you approved of the principle of this Bill?—Yes.

800. What is the principle of it?—As I take it, that the meat or produce should be classed according to the quality.

801. Can you point out any section in this Bill which says that?—I cannot say that I am thoroughly acquainted with the Bill.

802. This Committee is appointed to report on this Bill, and they therefore want all the information they can get on it?—Perhaps it means that the inferior produce to be kept here or there is a separation to be made between inferior and good.

803. My reading is that nothing unfit for human food is to be exportable?—I do not know that.

804. *By the Hon. the Chairman.*—If the sheep were starved, and had not a bit of fat on the kidney, they all go home the same?—Are they not branded? The Bill then does not provide for the produce being graded and branded.

805. *By the Hon. S. Winter Cooke.*—You say the meat should be graded?—Yes.

806. Why should that be done with meat and not with wool or wheat. Why should the Government take upon itself the grading of meat; going outside the question of what is fit for human food?—I would say that the Government should grade everything that it could, and if it could get other things than meat graded it should be done. In many cases wool is graded or classed.

807. Could you not leave the meat exporters alone, the same as the wool exporters, and leave them to put on the English market what is good?—If it is a good thing why should not it be done? I may say I was recently engaged in forming an association for the classing of wool. Half our wool is not classed, and we suffer in consequence. We thought if the Government insisted in all the wool being classed it would be a good thing for the colony and the producers.

808. *By the Hon. the Chairman.*—And only competent men to be employed in the classing?—They formed an association, and only competent men were to join it.

809. *By the Hon. S. Winter Cooke.*—Do the New South Wales Government follow out inspection in other things?—Fruit and rabbits.

810. *By the Hon. G. Simmie.*—Fruit will not be frozen?—No, only chilled. I may say that in Canada everything is graded before being sent away, even to pearl ashes, leather, and salt fish. I was told, while in America, that if butter or dairy produce went from Canada to New York or London without a certificate as to its grade it brought 1d. per lb. less. The certificate gives confidence, and that is everything in trade.

811. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Quality is everything, is it not?—You want confidence with quality.

812. *By the Hon. S. Winter Cooke.*—Is not the butter exported examined when it arrives at the port of destination by a health officer. Mutton, for instance, sent to London would be examined by a health officer, would it not?—By a health officer. We see the immense advantage grading is in the case of wheat. In the States a farmer takes his wheat to the elevator, get his grade, receives a certificate of quantity and grade, and sells his wheat by the certificate of first, second, or third grade; and if we are to have elevators, we must grade and put No. 1 wheat in No. 1 elevator, and No. 2 in No. 2 elevator, and so on.

813. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Will that be done by the Government?—The State or the municipality. They appoint a board of examiners (I speak of America and Canada), and the whole trade must be done by grading. You cannot put No. 2 class of wheat and No. 1 class into the same elevator. It is all put into the proper elevators, and a man sells the certificate of so many bushels of No. 1, 2, or 3.

814. *By the Hon. S. Winter Cooke.*—Government officials are not infallible?—No, but they are not Government officials in America and Canada who do this grading. They are certificated graders.

815. I was speaking generally. You are arguing in favour of inspection by Government officials?—If we take as an example the Government official here who grades the butter, he will do.

816. Supposing wheat, wool, or meat arrives in the London market badly graded?—Then the man grading it would not be employed again.

817. Does not the buyer buy in London from his inspection or his agent's inspection and not on the grading?—In some articles. In wheat there is no inspection; in other articles there is an inspection where practicable.

818. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—This Bill does not deal with wheat?—No. I quote that as an example merely.

819. But you acknowledge that New Zealand has made a market without inspection?—Yes.

820. What they have done cannot we do?—No. There is a great deal of competition now. At first they had it all to themselves. They had the climate, the sheep, and the men.

821. *By the Hon. S. Winter Cooke.*—New Zealand is better suited for the cross-breds than the merinoes?—Yes.

822. Owing to the rise of value in merino wool at the present time, a good many breeders are going out of cross-breds as fast as they can?—I do not know why they should. We see cross-bred wool bringing as good a price as the merino wool.

823. Do you mean to say cross-bred wool fetches as much as merino?—About the same, and with the one you have a 60-lb. sheep at two years whereas you have to keep the other for four years.

824. *By the Hon. G. Simmie.*—Is not New Zealand very greatly given to artificial feeding?—Yes.

825. Is not a good deal of the success of their trade in exported mutton due to that?—Yes.

826. The meat has been artificially fed with turnips and other cultivated foods, which makes the meat much more juicy than the meat here where we feed with dry feed, in a natural state?—Yes. They have more certain returns, and more fat sheep for the number they own.

827. The sheep mature much younger there than they do here?—Yes.

828. Do you think there would be much difference between cross-breds and merinoes when put in together in the store?—Yes, the merino is sharp in the shoulder and long in the leg, and poor in the loins. If you look at them in London you see the difference. They do not look the sheep that the others are; nor have they the same depth of meat.

829. Would it not be a good line for us to go in to encourage people to force the feeding?—Yes, to top up the sheep. We are doing something in that line in New South Wales, putting in crops, especially lucerne. Although we have not rye-grass and clover we get something else to do the same thing.

830. *By the Hon. the Chairman.*—You know that in some parts of this colony, for instance, the western district, where they have the rye-grass and clover, they can produce sheep equal to the New Zealand sheep?—Yes, a good many.

831. Would they get the same price for those if sent to London marked as Australian mutton as if marked as New Zealand mutton?—Yes, by-and-by, if we have a quotation for cross-breds; but while they are mixed up as at present we would not, that is, the producer would not.

832. I thought you said the injury to our markets was sending home the inferior stuff?—Yes, but if graded it would not interfere with it; they would be sold for what they are.

Patrick Robertson Gordon, examined.

833. *By the Hon. the Chairman.*—You are Chief Inspector of Stock in Queensland?—Yes.

834. Have you read this Bill?—Yes.

835. Is it similar to your Bill in Queensland as far as meat is concerned?—No; we go farther. We propose to classify meat. It is similar to ours in rejecting diseased meat.

836. Do you approve of the Bill generally?—Yes.

837. It does not go quite as far as your Bill?—No.

838. Do you think your Bill is more perfect than ours?—Yes. From circumstances that have occurred, I think it necessary to go a little further.

839. In grading?—Yes.

840. Would you prevent inferior mutton also from being sent?—Yes, decidedly.

841. Do you go that far in Queensland?—No, we have not that power.

842. You think the Bill should go that far?—Yes, distinctly.

843. Did you read Mr. Cooke's evidence?—I did. At question No. 481, Mr. Cooke says lots of meat from Queensland have been seized and destroyed. That is not the case. They have only seized part of one lot, and that was not diseased, as I can show by documents I have here. But it was store stock that should not have been frozen but sent on to pastures. That meat went by the *Buteshire*. I have here a declaration by the Government Veterinary Inspector of Stock, Mr. Calvert, who is also a member and honorary associate of the Royal College of Veterinary Surgeons of England (one of the only two in Australia) and he says—"I, Charles Augustus Calvert, member and honorary associate of the Royal College of Veterinary Surgeons of England, and Government Veterinary Inspector of Stock for Townsville, North Queensland, do solemnly and sincerely declare that I inspected and thoroughly examined the sheep at the time of slaughter, shipped from the Ross River Meat Works, Townsville, per s.s. *Buteshire*, and found them sound and free from any disease." Attached to that I have a letter from the Agent-General of Queensland from Thomas Borthwick and Sons, in which they say—"The same with Australian mutton, nearly the whole of a shipment of 3,400 carcasses was condemned as diseased; this, in our opinion, was a case well worth testing. There is no doubt they had suffered from the drought, and were in poor condition, but home meat of as poor a class can be seen on the market any day. If poor quality is to rank as diseased, why condemn the one and not the other? In all our experience we have never seen a diseased carcass of beef, mutton, or lamb come from the colonies."

844. So that the mutton was not diseased?—No; but we had no power to prevent it from going. We cautioned them not to send it, but we had no power to prevent it. The sheep should have been turned into the fattening paddock.

845. They were free from disease, though poor?—Yes.

846. Do not you think that sending home mutton of that kind injures the colonies?—Yes. In one instance that came under my observation the certificate was of commercial value. We give certificates in connexion with tinned meat and frozen meat, and those are given in duplicate, one attached to the bill of lading and the other is given to the bank, and the bank advances money on them. That shipment by the *Buteshire* discounted our certificates, and they are very chary of advancing on meat since then.

847. Was not there another question that Mr. Cooke raised about some other meat, though it was inspected?—Yes; I have the papers here. Mr. Cooke wrote a letter to the *Argus* of the 14th of January, in which he says—"Some little time ago I was interested in a large mob of sheep being frozen for export in a northern colony, and getting a report from my representative at the works that they were of inferior quality, and that the killing and dressing arrangements were defective, I asked whether there was a Government inspector present, and if so, why he did not interfere. His telegraphic reply was—'Government inspection a farce,' while his written report which followed was so startling that I repeat it verbatim—'The stock inspector takes the cake. He does not know a forequarter of beef when cut up, brings his bottle of whisky to the works, and is drunk most of his time. The Minister of Agriculture said when he saw him that he knew less than the boys at the offal table.'" The Minister referred to was Mr. Thynne. I interviewed him, and asked if that was the case, and he said—"Nothing of the sort. The man representing the owners at the works said the inspector did not know his work." The result of this was a letter was written by the managing director of the works to the following effect:—"I have the honour to bring under your notice the enclosed letter, which appeared in the Melbourne *Argus* of the 14th inst., under the signature of Jno. Cooke. The paragraph marked undoubtedly refers to the Gladstone works, and as the opinion expressed is likely to do the inspector a gross injustice, I think it my duty to bring the matter before you. It is not for me to say whether the inspector is a competent official or not, but this I will say, that on the works he was always attentive to his duties. As to the treatment of the particular draft of sheep attended to there was very considerable friction as between the sellers and the purchasers with regard to the quality of same which may have extended to the inspector, but in my opinion his actions have been perfectly consistent with his duties as laid down in the regulations of the Live Stock and Meat Export Act of 1895. The reference to yourself I need not say anything about." The result was I instructed the inspector to come down to Brisbane, and he was examined by the Government Veterinary Surgeon, Mr. Irving, and Dr. Quinell, the veterinary surgeon in charge of the meat works, and he passed an excellent examination, and he is now employed at the Queensport works, Brisbane, under my own observation. The veterinary inspector reports him one of the very best officers on his staff, so that Mr. Cooke must have been imposed upon in this matter.

848. That report, then, is not true?—It is quite untrue of the man. He is a perfectly sober man.

849. The report was from the man in charge of the sheep, and there was some friction between them?—Yes. I have seen the manager of the works and he says it is perfectly untrue; that the man was not under the influence of liquor nor had he liquor in the place.

850. You think it would improve the value of meat in London if we went a little further than in your Bill and prevented inferior meat from being sent away?—Yes. I can give the Committee some reasons for that statement. Before we had inspection (it must be understood that we froze on account of the owners) a number of cows came in from a western run and they were in calf, most of them, and the manager of the works refused to put them through, but the owner of the cattle had sufficient influence with the then directors to get them put through. I saw some of them killed, and they were nearly all in calf.

That was a disastrous shipment of meat. It was not only the owners who lost, but it gave a bad character to Queensland meat. Another instance came under my observation; I will give the names, because I had some correspondence on the subject. Mr. White, of Bluff Downs in the north, breeds a valuable breed of cross-bred Devon on shorthorn cattle. He sent some to the Townsville works, and I saw some of them put through. The Townsville shipment was composed of cattle of about 700 lbs., and I wrote to Messrs. Weddel to ask if they would report whether they were fit for the home market. There was a large quantity of very inferior meat picked up and sent in the same bottom, the same ship, and the result was they had to share in a general average. I know where they have put ordinary meat in a shipment next to that of a man who had the best herd in the Townsville district, the best herd in the North of Australia. I saw some of that meat put through, and it was exactly the same thing. They let a lot of inferior meat go in the same bottom, and had to share the general average price. Then I have no doubt it is known to the Committee that there was a quantity of butter sent by the *Junna* recently. Under the Dairy Export Act there was a bonus of 1d. a lb. given on all butter certified to by the Government. This butter I speak of was presented for inspection, and the Agricultural Department would not give the bonus on it. The owner shipped that in spite of this, and with the result that it was reported on in England that it was very inferior, and sold at 12s. less than the other. Under the Bill we now propose that butter would have been rejected.

851. You have not passed that Bill yet?—No, but we are going to. That Bill will be introduced as soon as I go back.

852. That will make the Bill more restrictive than at present?—We can only prevent diseased meat now. With the proposed Bill we shall grade meat and butter and other articles.

853. Do you send much butter home from Queensland?—Not much; the business is only new. We have taken the benefit of the experience of all the other colonies on the Bill. The Secretary of Agriculture for New Zealand writes:—"To show you how it is appreciated we have up to last season graded only what went to London, but the requests from shippers to the Australian colonies for grading became so numerous that we have to extend the system to all butter exported during the season."

854. That is in New Zealand?—Yes. I will submit that letter to the Committee—[*handing in the same*].

855. Is there anything else you wish to speak of?—One other subject. It has been stated to me since I came here that our certificates are of no value. We had a case in point at the Gladstone Works. Messrs. Bergl and Company had a contract with the works to freeze whatever they delivered to them, and then the meat was shipped by Houlder Brothers' steamers. The company had been in the habit of consigning the meat, and we gave a certificate to the company. There was a dispute between them and the company, and in order that they should pay up, they impounded the certificates, and Bergl and Company took action. I have all the papers here. They entered an action against the company to recover the certificates, because they could not get an advance from the bank against the consignment without the certificates. It ended in the Attorney-General giving an opinion that they should get the certificates. I merely mention this to show that the certificates are of commercial value.

856. *By the Hon. E. J. Crooke*.—Has all meat sent from Queensland to be certified to as being free from disease?—Yes.

857. What is the nature of the inspection?—The inspector sees the meat killed and examines the whole of the viscera, and he refuses a certificate in all cases where there is tuberculosis, if in the chest or the pleura.

858. Is it possible for him to see all the cattle killed?—Yes.

859. And all the sheep killed too?—There are very few diseases in sheep.

860. You do not kill many sheep, do you?—Yes. The Veterinary Inspector is always on the board and sees every animal opened. The inspection is most complete. I have seen it in the various works. He sees the viscera, and the carcasses are hung up in the chilling-room, and he sees them again after they have been washed down.

861. *By the Hon. S. Winter Cooke*.—Have you got a copy of your Queensland Bill with you?—Yes—[*producing the same*].

862. Will you look at section 27, which says—"Nothing in this Act shall oblige any person to cause any product to be inspected"?—Yes; we follow the Canadian Act.

863. In Queensland, if they propose to export through the Government the grading shall follow?—Yes.

864. But if not through the Government it is not graded?—We do not go as far as that. We have followed the Canadian Act.

865. Then would you protect the Queensland exporter who exports through the Government as against those who do not?—We brand the whole of the products as free from disease.

866. You would sell through the brand?—Yes.

867. Cannot a private firm do the same?—But they do not. A number of our people have sent home very inferior meat.

868. Is it not merely a matter of time before that cures itself?—I do not know; I have not found that in my long experience.

869. You are in favour of grading?—Yes.

870. Supposing two or three different grades go home by the same ship, can the lowest class affect the price of the highest class?—No. I can explain that. Some of our breeders sell our beef "c. i. f." They send to a house in Brisbane to buy, but they are not satisfied that the party buying is a sufficient judge. If we have the stuff graded they would send and buy first, second, or third class. I should also have stated that we had a meeting of stock-owners, representative men of all parts of Queensland, in May last, and they unanimously asked the Government to bring in this Bill. I believe that throughout Queensland the stock-owners are in favour of it; the opposition to it is not on their part.

871. *By the Hon. the Chairman*.—Where does the opposition come from?—From some of the meat companies.

872. *By the Hon. Lieut.-Col. Sir F. T. Sargood*.—Why do they oppose it?—I do not know.

873. *By the Hon. S. Winter Cooke*.—If it did not pay to export inferior meat it would not be continued?—I think it pays to do it when you buy it cheap.

874. *By the Hon. the Chairman.*—I suppose the companies may buy cattle up the country, and before the beasts get to the works they waste?—Yes. They have been buying in Rockhampton at 6s. 6d., and good meat at that.

875. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If you would not let them freeze that meat what could they do with it?—They should go back to the fattening paddock. The sheep that were spoken about, if fattened, were very good sheep. They belonged to a man well known in Victoria, but they should not have gone to Townsville, they should have gone to the fattening paddock.

876. *By the Hon. S. Winter Cooke.*—Suppose he had not a fattening paddock?—He could find buyers for them then.

877. Then you would force him to sell in a market where he does not get too much for them?—You must take the whole thing into consideration. It is very clear that that shipment did the colony a great deal of harm.

878. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What harm has arisen through that, to your knowledge?—That our certificates have been discounted by the banks; I do not go further than that.

879. *By the Hon. the Chairman.*—You gave a case where the fine cross-bred cattle weighing 7 cwt. went home and only brought the same price as the poorer meat?—It had to go in the general average.

880. That does not establish the question of quality?—I dare say all you gentlemen who have noticed the market quotations saw it was reported as an inferior shipment.

881. Do you think the reports that appear in the papers are reliable?—I have the owner's report, Mr. White's. What we propose is, we do not propose to have actually Government graders, but that the breeders shall meet and appoint their own graders.

882. And pay for them?—No, pay a fee for their services.

883. You do not compel them to have the graders?—No, we do not compel meat companies in Queensland to inspect the meat used for extract, and yet they found the advantage of it, so that they have all come under the Live Stock and Export Act; they find it pays them to.

884. That is, if they send home with the extract a certificate that the bullocks it is from were inspected it pays them to do it?—Yes. And again in Malta and Egypt and France we have found they will not allow any of our meat to be introduced without a certificate of a member of the Royal College of Veterinary Surgeons.

885. The omission of sending that home lowers the price generally for all Queensland meat?—Yes. The stock-owners through the whole of Queensland look at it in that way. One man sending inferior meat not only injures the sale of his own meat but that of his neighbours.

886. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Does your Government arrange for freight?—No.

887. Why not?—That question has not come up with us, and I have not studied it.

*The witness withdrew.*

Thomas McFarland, examined.

888. *By the Hon. the Chairman.*—You have had a large experience in the meat trade?—Yes, pretty fair, for about seven years.

889. Have you read the Exported Products Bill now before this Committee?—Yes.

890. Do you approve of it generally?—Yes, with the exception of the schedules at the end, which want some alterations. I speak as to the certificates required from the inspector as set forth on page 8 in the Third and Fourth Schedules. It is impossible for a person to fill up the schedule, and state the name of the vessel the stuff is to be shipped by at the time of slaughtering, or even at the time it is in the store. No person could fill up that declaration.

891. That is before the stuff goes into the freezing chamber?—Yes. You could neither positively state the name of the vessel nor the destination. A man might want to ship to London, or the Cape, or to Malta, or Western Australia. It would do to fill it up "To be shipped for export," and afterwards there might be something added.

892. *By the Hon. G. Simmie.*—That is a small blot on the Bill?—Yes. For instance, if I had 4,000 or 5,000 sheep in the store I could not positively say where they are going to until such time as I was prepared to ship; then I could make a declaration.

893. *By the Hon. the Chairman.*—You are in favour of the general provisions of the Bill?—Yes.

894. Were you connected with Mr. John Hotson in the early stages of his business?—Yes, when they opened the Newport works, I think, about 1893.

895. When they leased from the Government?—Yes. I remained with them till the time they parted with them to Mr. Cooke. Since that time I have been doing business on my own account.

896. Are you of opinion that the Government supervision is of advantage to the trade?—I think it is.

897. Then you approve of a certificate being given and of inspection?—Yes, I am always very anxious to get it, and send it with the bill of lading and the policy of insurance.

898. Does it help you in the first place in getting an advance of cash when it gets to London?—It is an extra guarantee as to quality. I am supposed to do the best I can to keep the quality up, and this certificate is an extra guarantee that the Government do what they can to keep the quality up also.

899. You think a better price is realized on that account?—I would not like to say that, but I should say the tendency would be to get better prices.

900. Do you think that a shipment having the stamp on it at home would be in better favour than a shipment without it?—If they once established the fact that the Government brand was to be relied on as representing a first-class article, then, no doubt, it would be an advantage. Then, if that were established, in getting a cable out from London—"5,000 carcasses, Government stamp," you could have the whole thing in one word, and they would know what they were buying.

901. You heard Mr. Gordon's evidence; are you in favour of a system of grading?—Yes. If you have a large quantity of cheaper and second-rate stuff, it will always bring down the price of the best, though it will go into consumption somehow.

902. Do you think the Government inspection would benefit the export trade?—I do not know that it would benefit it much; do you mean in the meat only, or generally?

903. Do you do anything in butter?—No, but I have seen the butter and the rabbit business. All the time I was connected with the meat, the Government inspection of meat has been partial, to a certain extent, and not the same as with the butter. I think it would require to be done more thoroughly.

904. Would this Bill give that power?—Yes. You cannot expect an inspector of meat, like Dr. Brown, to visit Newport in the early morning, Flemington in the middle of the day, and Anderson's works in the afternoon, and do the work thoroughly; it is impossible.

905. Do you think the action the Government has taken in finding the stores and providing different things an advantage to the exporters?—I think it is an advantage to the owners of stock.

906. Whether a producer or a purchaser?—The producer because it enables him to take advantage of the Government works to send his stuff through to London on his own account. And others not in a position to erect works themselves could buy a man's stock and send it home, otherwise the man would have to sell to one exporter, or perhaps two at the outside. There would be no competition.

907. And competition is good for the breeder?—The producer.

908. Without Government supervision there would be danger of inferior stuff being sent away?—Of course there would be, and it will be sent away. Some people may object to the Government stamp, saying it would be useless. Still Mr. Cooke, for instance, in his evidence, brings up the fact that the Champion brand and the Hercules brand bring a good price in England, consequently if a private brand could be established to increase the price of stuff, why should not the Government brand do the same? Mr. Cooke is careful to mention only the Champion brand, but he does not say that he uses three other brands, the Champion, the Anchor, the Helmet, and another which I have forgotten, and a blank.

909. You say you have had a large quantity of meat frozen through the Government Department?—Yes.

910. Have you had any complaints as to quality and the freezing and getting up of that meat?—No.

911. The Government only freeze?—Yes.

912. You have it killed and brought in from outside?—Yes.

913. Do you ship yourself?—Yes, sometimes, but all I have shipped went by the steamers that have the Government contract.

914. Are you compelled to ship through them?—No, provided that the contractors do not object.

915. Do you think the contract entered into with the outside lines in the first instance whereby they got a reduction, especially in butter and things of that kind, is an advantage?—Certainly, an advantage to the exporter of butter. At the time the contract was entered into, the rate of freight for mutton was  $\frac{3}{4}$ d. per lb., and also, I think, about  $\frac{1}{4}$ d. more a lb. on butter. They secured a regularity of despatch which you would have in no other way.

916. If people could ship as they liked what would be the effect?—There would be a flush one month and none in the market the next. Up to the present the regularity of despatch has been a great boon. Just now there is a break, or the companies would have kept us going.

917. There has been a scarcity of shipping?—Yes. There were one or two accidents; one ship was burned, and one or two were sold to the American Government, but the scarcity will not last long.

918. If there were not a contract would there be a heavier rate?—There would.

919. Then it is an advantage to the butter producers and others that the Government have the contract?—Yes, certainly.

920. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You stated that, in your opinion, it was an advantage to have the Government freezing works?—Yes.

921. Are there any Government works in New Zealand?—I could not say.

922. Assuming that there are not Government freezing works there, how do you account for the large increase of the export trade there; I may say there are not Government works there?—I do not think there are. Of course, we gave the New Zealand people a start here, and that company that started freezing here continued work for some time, but finally they collapsed for want of stock. Had it not been for that probably the works would have gone on without Government assistance till to-day. In New Zealand they were compelled to do something to get rid of their surplus stock, and they had no stoppage for want of stock. The large English companies gave them their capital, which I dare say they would be glad to have back again, some of them.

923. Are there any Government freezing works in Queensland?—Next door to it, they subsidize them.

924. Do you know at all the cost of freezing at the Government works here?—Yes; they charge us 8d.

925. Is that more or less than they charge at the private works?—It is quite equal to, and a little more than it can be done for at private works.

926. What is the charge at private works?—I do not know the charge, but I know the cost. They do not give a charge for freezing alone, but the through charge to cover everything.

927. Is the private charge more or less than the Government charge?—The Government only charge for freezing and bagging; the others charge for slaughtering, freezing, shipping, and insurance till it gets to London. You cannot say what they charge for freezing. I know what it costs.

928. Does the Government freezing make a loss or a profit?—I should say a profit of about  $1\frac{1}{2}$ d. If they were doing 3,000 sheep a week at Spencer-street there should be a profit of 1d. a sheep.

929. Then how do you account for the loss of about £6,000 a year on the works?—They cannot do butter at the price.

930. There is a loss on butter, you think?—Yes, and on rabbits; the sheep also would show a loss if they did not do an average rate of 3,000 a week.

931. Where do the sheep come from that are frozen at the Government stores?—Generally from New South Wales, and the lambs from Victoria.

932. Were not the freezing works started mainly for the purpose of benefiting the Victorian grower?—They were built by the City Council.

933. I should say were they not leased from the City Council for that purpose?—They were built by the City Council and leased by John Hotson, who ran them three or four years, and when they first leased them no one would look at them—the Government, or any one else. It was not until they were proved to be decent works, and the requirements of the butter trade came in that the Government took the whole lot. The butter was not enough to keep them going, so they took meat, rabbits, and fruit, and so on.

934. Then New South Wales chiefly benefits from those works?—I do not know that they do. If the New South Wales stuff did not come through them it would go through the Flemington yards in competition, or they would go to Sydney, and you would lose the treatment of the animals—such as fellmongering and slaughtering. There is a large amount of money paid on the sheep outside the freezing.

935. You think that as private brands have been established that a Government brand might be established, too, in the home market?—I do.

936. If the private brands have been established, what necessity is there for the Government to step in?—There are half-a-dozen private brands, and the Government would establish only one brand.

937. Is that advisable, do you think?—Yes. For instance, Government No. 1, we will say. If you once establish a brand or a name for an article, the persons know when they buy according to it that they get that article.

938. Would not private enterprise do that?—Yes, but it would be diffused among a lot. This is an Exported Products Bill—it is a Government Bill—and the idea is to establish a Government brand; and if they are going to do the thing at all you must establish their brand.

939. You would be at the mercy of the inspectors, and if they made a mistake the brand would be no good?—If we think we are ill-treated we can have the thing arbitrated on. I do not object to exporting various grades of mutton, but I object to the whole thing bearing a Government brand. I would not put that brand on anything but first-class stuff; but I would not prevent other stuff going so long as you had two certificates—one for first-class quality, and the other that it was fit for food.

940. *By the Hon. S. Winter Cooke.*—You say competition is good for the producer; suppose you were the lessee of the works at Newport, would you object to the Government coming into competition with you?—I do not see how I could object; they are Government works on Government land.

941. Suppose they were private works?—There are no other works that are private. The works at Geelong are not competed with by the works in Melbourne.

942. Is it fair that the Government should do work in competition with private individuals, with the Treasury at its back?—As long as they do it at a fair rate I do not see there is a cause of complaint. When the Government Department first started the works they charged 5d., and now they charge 8d., and at 8d. it is the full paying price. I have figures to show that it costs 1s. 3d. a head at Newport to do the work of slaughtering and everything, and out of that 8d. was reckoned to do the freezing. It cost 9d. there to do the work, with the coal costing three times what it costs at the present time, with modern machinery, because the machinery used there was the machinery used in the first freezing works in Melbourne, and the cost with that was 9d.

943. I understood you to say that in your opinion it is fair for the State to compete with private individuals?—Yes; it is the tendency of all modern movements.

944. *By the Hon. the Chairman.*—You say the Geelong works were started in competition with the Government?—Yes. What the Portland works were established for I do not know. I was down that way once, and I met Mr. McIntyre and Mr. Webb—they were speaking there—and the thing seemed so ridiculous that I looked at one or two of the sites, and said a man who would put his money into some of those places would be chucking it into the sea. Geelong is a little different from some of the other places certainly.

945. We are not speaking of any particular works; do you think it fair that the Government should compete with private enterprise?—If private enterprise cannot do it. If you tried your best you could not get private enterprise to erect freezing works in Melbourne to-day.

946. *By the Hon. Lieut.-Col. Sir J. T. Sargood.*—Why?—Because they are afraid it would not pay them.

947. Is it because they are afraid if they started the Government would step in?—No.

948. *By the Hon. S. Winter Cooke.*—You are in favour of grading?—Yes.

949. Do you see any clause in the Bill about grading?—No, I think it should be; or at any rate that nothing should be graded with the Government brand except first-class stuff.

950. You would allow anything to go out?—With two certificates, one certifying to absolute health and quality, and the other that it was fit for human food, and let the shippers do what they liked with it.

951. You would let anything go out for export?—Yes, but not put the Government brand on.

952. They would be both sold as Australian mutton?—No; they would soon know the difference; now they are all sold as Australian mutton.

953. *By the Hon. S. Austin.*—I understood you to say that the charges at the works are less than those at other works?—I say they are a fair paying charge. They are equivalent to what they should be at a private company's works and 1d. more.

954. How do you account for the fact that producers prefer to send their stock to the Melbourne works in preference to sending to the local works nearer their own places?—I do not know that it is a fact.

955. I know as a fact that they do?—I do not know it.

956. *By the Hon. G. Simmie.*—It might be done better in Melbourne?—I only know of one works, in Deniliquin—

957. *By the Hon. S. Austin.*—Do you think the work is done better in Melbourne than in those outside works?—I do not think so.

958. As regards inspection, if Government inspectors are appointed I suppose you agree that it is absolutely necessary for them to be on the place the whole time?—They ought to be.

959. They should see the whole of the slaughtering?—They should.

960. That would involve considerable expense, would it not?—Not a great deal; it is not necessary that very expensive men should be on the place the whole time. For instance, we have Dr. Brown now; he could still retain the position he has with a man under him—a man who understood the general work at each of the slaughtering works, the same as you frequently require a Customs-house officer. At the Melbourne abattoirs every individual carcass is examined. I have had slaughtering done there, and I know that every carcass is examined by an officer at the abattoirs. He is not content with casting his eye along the line, but he examines every individual carcass.

961. I suppose you will admit that companies are quite as competent to do the inspection and look after their interests generally as the Government is?—Yes, they should be, but self-interest would often blind a man.

962. Would it not be against the interest of a company to send anything away unhealthy or unfit for human food?—Yes.

963. Would it not be hard on a private company that they should be compelled to pay for additional inspection when they are quite competent to do it for themselves?—They are competent, but would they do it?

964. Do you know that all private companies have not been careful, speaking now of those in Victoria, to send away the best class of stock?—They will send away anything they can get.

965. Have you known that to be done?—Yes. I do not say they send away diseased meat, but if it is not up to one brand it is up to another, and if not up to that it goes in plain bags.

966. Have you ever known companies to refuse stock because it is unfit for shipment?—Yes, but I have also known them to accept stuff that they should have rejected.

967. *By the Hon. J. C. Campbell.*—You are in the habit of freezing and shipping a lot of mutton to the old country?—Yes.

968. Principally Victorian, I suppose?—No.

969. You say you think it is perfectly fair for the Government to freeze sheep in opposition to private individuals. We have it in evidence that the Government lose about £6,000 a year; on what do they lose it?—I do not know.

970. When the Newport freezing works were leased to the present lessee, Mr. Hotson, had the Government the freezing works then?—They were the Government works.

971. Had they any other freezing works?—No.

972. Do you not think, after getting a good rental and rating for a property that they could not manage properly themselves, it was wrong of the Government to go in opposition to private enterprise?—But they did not; it was the City Council who built the present works.

973. Then the Government leased them?—Yes.

974. After Mr. Hotson had leased the works at Newport?—Yes.

975. You say it would be an advantage to meat to have the Government brand on it going home to England?—Yes.

976. Supposing the Government brand were put on meat and it turned out bad, would that not be ruinous to the colony?—No. If I put my brand on some meat and it turned out bad, I cannot help it; and if the Government brand was only put on the best in the same way, it would be known that the meat went bad on the road.

977. Are your inspectors thoroughly qualified to say whether there is a bone taint on the meat?—They ought to know.

978. If it takes from twelve to fourteen hours to take the meat from the slaughter-house to the freezing chamber, would it not be easy for that meat to go wrong on the road?—If a man takes a trier, and takes one carcass here and there promiscuously, if he found any wrong he would probably reject the whole lot.

979. Have they chilling-rooms at the slaughter-houses?—No, not artificially chilled.

980. We have heard of instances of meat going home that passed the inspector here, and when it got home it was condemned?—That was the worst case I ever saw brought forward.

981. Have you ever been in London when the meat was offered for sale?—No. I was in London when the first cargo of frozen mutton arrived, and I ate some of it.

982. I was in the Smithfield market when the American meat was hung up for sale, and I wondered that it was hung up in the way it was; all the best meat was not put together. I asked the reason, and they told me there were so many different shippers that the meat did not require grading. Have you had any experience of the meat being hung up in the market at home?—None, after it leaves here, until I want to get my money for it.

983. I suppose the sheep are all inspected before killing?—What for?

984. For disease?—No; a man can put his eye over them to see if they are diseased.

985. Can you tell me how many of the inspectors could tell as to a flock of sheep, if not too bad, if brought to him for inspection after slaughtering?—I do not suppose, unless a sheep were very badly diseased, it would affect it much. Any man can tell if he sees a liver taken out; but if that is cleared away, and the carcass is hung up, it is different. If the condition is all right a little fluke will not hurt you.

986. *By the Hon. G. Simmie.*—And the condition would tell of the fluke?—Yes. If a sheep has a little bit of fluke on coming from the mountains, as they sometimes have, it only makes it fatten better. I have seen plenty of fluky meat sold in this market.

987. *By the Hon. J. C. Campbell.*—Do you not think the London buyer is the man to grade the meat?—My instructions from the agent are to grade the meat in certain grades and no other.

988. And with the Government brand?—He knows all my meat has the Government brand.

989. Have you any letters to the effect that they want the Government brand?—They have not asked for it. I have only the one customer, and my arrangement with him is (I wrote to the Secretary for Agriculture, and I told him of the arrangement) that every carcass I exported would bear the Government brand.

990. They never asked for it at home?—No.

991. Do you not think the buyers in London are competent to grade the meat and fix the prices?—The price is fixed beforehand. We have to do the best we can to buy the meat, and send it to them at that price and make a profit. If it is not up to the mark they reject it; if it is up to standard we hear no more about it.

992. But are not the buyers from the man you send to competent to grade and fix the price?—Their business would be much easier if they could say—"Send me so many carcasses of such-and-such a brand," knowing they would get that, and if anything were wrong they would be allowed for it.

993. Is there a market in London for the second and third class meat?—Yes. I know the classes vary, and it goes down one-eighth of a penny per lb. a class as it goes down.

994. *By the Hon. E. J. Crooke.*—Are you a believer in the Government inspection of live stock?—I say the present system is not complete. It is impossible for one man to inspect meat killed at three or four slaughter-houses on the one day; he should have subordinates.

995. Where are the sheep killed that come from New South Wales?—At the abattoirs at Anderson's works, close to Maribyrnong, and at Newport.

996. The Government would have to appoint a number of inspectors to attend all those places?—As far as the abattoirs are concerned, the inspection is thoroughly done there. They might require one at the other places. I do not know that they would require a man constantly, because the sheep are so constantly healthy.

997. Do you have any sheep killed in New South Wales?—Any killed in New South Wales go right through to the ship; they do not come to the stores, except in exceptional cases where they happen to be stuck up.

998. Inspection to be of any value would be practically at the slaughter-house, not to see the animals when hung up?—It should be done in the slaughter-house.

*The witness withdrew.*

Angus McNaughton, examined.

999. *By the Hon. the Chairman.*—You are Secretary of the Dairymen's Association?—Yes.

1000. You read the Bill now before this Committee and thoroughly understand it?—Yes.

1001. Were you present when a deputation from your council met the Minister and agreed to certain alterations in the Bill?—Yes. We approved of eight of the proposed alterations. There were nine important points under discussion.

1002. You came to an agreement with the Minister, and that is to be carried out in the Bill?—Yes. I approve of those alterations.

1003. You generally approve of the Bill?—Yes, I approve of the Bill generally, with the exception that a more definite interpretation of section 5 is required. I would like to make an explanation on that point. When the deputation from the Dairymen's Association were about to wait on the Minister, they held a conference in the Association's rooms, and picked out the nine points to which they objected, and when we met Mr. Taverner, the first point discussed was section 5. In talking it over, it was explained by the Minister that section 5 was perfectly harmless, that it gave the factories a free hand as to cooling where they liked, and shipping as they liked, and, that verbal promise being accepted, we passed on to the next point, and the eight points were agreed to. Since the conference, some of the members of the Association are of opinion that section 5 does not give them a free hand.

1004. What is the objection to it?—The factories fear that if the Government had a monopoly of freezing, as provided in section 5, that the present charge of 6s. 8d. per ton for freezing (which we consider too high) would eventually be increased, for the reason that the Minister gives us that the present charge of 2d. a box is not paying, and that he is losing money by it. Then, if there is to be a Government monopoly, we think that, as it is not paying now, the charge will be raised to, perhaps, 10s. per ton. At every conference held by our Association we have always asked the Minister for a reduction to 1½d., if possible, but he says that cannot be done because it is not paying. We are of opinion that the price charged for freezing butter is more than it ought to be, in order to make up for the loss in freezing mutton and rabbits, as we think, too cheaply. However, a number of the factories now are getting large refrigerators, and they contend that they will be able to freeze their butter down low enough for shipment in the companies' works, and thereby be in a position to save the greater part of the 6s. 8d. a ton charged by the Government. We cannot save the whole of that amount, because it will cost the factories something to chill their butter. Some three or four years ago, when we wanted a reduction in the ocean freights, the Association asked the Minister to use his influence to get a reduction of the then charge of seven-eighths of a penny per pound. The companies refused, so the Dairymen's Association then entered into negotiation with Dalgety and Company, and John Sanderson, and they then offered to give a reduction if we gave 3,000 tons for the season. We wanted to get the butter frozen outside the Government works, and at that time the proprietors of the Newport freezing works said they would be able to freeze the butter for about 5s. a ton, as near as I recollect. Negotiations were going on, and would have come to a head but for the fact that the P. and O., and the Orient lines made a reduction from seven-eighths of a penny to three farthings, the present price. The Fresh Food and Storage Company chill their own butter in their own store, and they assure me that they could freeze butter for others, and make it pay at 5s. a ton.

1005. What is your objection to the clause?—That it would become a monopoly in the hands of the Government.

1006. In what way?—That the Government would have the sole right to freeze.

1007. Would you recommend that that clause be struck out, or would you amend it?—Have an interpretation of the clause that you would understand.

1008. Have you considered how you would alter it?—I would alter it in such a way that the factories could chill butter in their own refrigerating rooms and consign direct to the ship's side, or, at all events, alter it in such a way that, in view of the proposed federation of factories, if they federated and thought they could chill cheaper than the Government, they should do so.

1009. You think that would be better than to have the clause struck out?—Yes, as long as they have a free hand.

1010. Is that the only objection you have to the Bill?—Yes.

1011. I did not understand you quite about the reduction of the freights; you said the P. and O. and the Orient Companies came down when they found you had made certain arrangements. Did you say the Dairymen's Association did that?—Yes. We sent circulars to all the factories asking if they would support Dalgety and Sanderson.

1012. Was it then that the freight came down?—Yes.

1013. Do you not know that the Government advertised in the London press for freights?—I know they advertised, but it was rather a coincidence that the reduction came on about the same time.

1014. You think you might have to pay a higher price for freight if it were not for the competition?—Dalgety and Sanderson both promised to carry for  $\frac{3}{4}$ d.

1015. Some witnesses propose that they should have a free hand to make their own arrangements; you think it would be better to have a contract for the whole?—I daresay the various Governments could make better arrangements than private individuals could.

1016. *By the Hon. G. Simmie.*—The rate at one time was 2d., was it not?—About eight or nine years ago.

1017. That shows the benefit of combination to bring down the price?—Yes.

1018. The more you can get people to come together the better?—Yes.

1019. *By the Hon. C. J. Ham.*—You consider a modification of clause 5 would be better than eliminating it altogether?—If it were made clear instead; if it were made so that factories could have a free hand or have open competition, that would do.

1020. *By the Hon. N. Thornley.*—When your Association were having the interview with the Minister, were you not taken to see some sites for the establishment of cool stores, by the municipalities or by the officers of the Government?—About a fortnight before the conference that was held.

1021. Would it not be an advantage to the Association that there should be a cool store at Port Melbourne or Williamstown. Did your Association discuss that matter at all?—Only so far that if we were to have Government stores, they should be on a pier, not close to a pier. But I think the general impression was they should remain where they were. The existing system is giving satisfaction, but if there is to be a change they would like a cool store on a pier so they could go close alongside the ship.

1022. Have you been to Warrnambool?—Yes.

1023. Do you know that the pier is in the hands of the Government, and they have a place called the depot, and it is contemplated to put a cool store there. Do you not think that to carry out such a work as that the Government must have power by some clause like No. 5 in this Bill. Without this clause they would not have the power to erect a cool store about their own place?—The only danger would be of the charges being too high to us.

1024. In your experience have you found the Government make excessive charges?—We are not satisfied with the charge of 6s. 8d. a ton. We think it is a little bit too high. We have been asking for four or five years for a reduction, as we understand that private enterprise, if guaranteed a large quantity of butter, would do it cheaper than that.

1025. Generally, you say you approve of the Bill, excepting clause 5?—Yes.

1026. *By the Hon. G. Simmie.*—If you had a large quantity coming to a private store you would want quality?—Yes.

1027. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Who could guarantee that?—The factories, if we had federation for shipping purposes.

1028. Would that federation be able to make arrangements for freight?—I have not considered that; they might, in time.

1029. Do you think it desirable that the Government should continue to make arrangements for freight?—The Government have been very successful so far. If the Governments of the colonies combined and guaranteed a large quantity of loading, they might be able to get it cheaper than individual factories.

1030. You say the fear is that if the Government had a monopoly of the freezing the charges would be increased?—Yes.

1031. Is there not the same fear if private freezing works become monopolists?—I do not think so, because if a private freezing company were charging too much, and making large profits, another company would start and bring the profits down.

1032. *By the Hon. C. J. Ham.*—Have you looked at the sub-section of section 3 which speaks of cool stores, and which says—"Cool store" means a cool store established by the Governor in Council, or any building declared to be a cool store by the Governor in Council," so, apparently, no one could open a cool store unless the Governor in Council declared it a cool store. Does your objection apply equally to that sub-section as to section 5?—Equally; I take it that that would be read in conjunction with section 5.

1033. *By the Hon. the Chairman.*—Suppose there were a monopoly, your fear is that they might charge a very high rate?—Yes.

1034. Suppose that any Government did that, what would be the result in the country with the farmers; would they not be up in arms?—Yes; they are up in arms about the 6s. 8d. charged now, and which is said to result in a loss.

1035. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Has your Association asked for an alteration of the present practice?—No; they are satisfied with the present system.

1036. I thought you asked for the Bill?—No; this is a different Bill from the first one.

1037. *By the Hon. the Chairman.*—You objected then to the grading?—Yes, and to several other points which the Minister withdrew from the Bill at the conference.

1038. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would your Association rather that this Bill should pass or that things should go on as they are?—They are satisfied as they are, but I would not say they want the Bill to be thrown out.

1039. I ask is your Association satisfied with things as they are?—Quite.

1040. Then is not the inference that they do not want the Bill?—Yes.

1041. *By the Hon. the Chairman.*—I think you heard Mr. Anderson's evidence?—I did not hear it, but I have it here in print.

1042. Do you agree with him?—In the main. Question 372 bears me out.

1043. Does that evidence represent the views of the large majority of the butter factories?—Yes, the butter factories owned by farmers. The Association does not represent the Melbourne companies.

1044. Did you approve of those amendments that the Minister proposed to introduce into the Bill?—Yes, we asked for them.

1045. *By the Hon. S. Winter Cooke.*—Will you look at section 7, the first line, after the words "Live stock" it is proposed to insert the words "butter and cheese"?—Yes.

1046. The result of that, I presume, is that no certificate will be necessary for butter or cheese?—Yes. The original intention of the Bill would require factory managers to come down to Melbourne and see their butter exported.

1047. That would leave it in the power of the Government inspector to refuse to pass butter if he thought it not good enough to export?—Yes.

1048. I am not speaking of its being unfit for human food. Would it be in his power to prevent butter going out?—From Victoria?

1049. Yes?—I do not think he could.

1050. Neither the consignor nor the inspector has to make any certificate. Suppose the Government authority says—"This butter is not of sufficiently good quality to go out," there is no appeal, is there?—There is arbitration.

1051. That is only in the case of a certificate being refused. The inspector has to class the butter?—Yes.

1052. Supposing he puts the butter at a higher class allowed for export, or marks it "pastry," an appeal would lie as the Bill was originally drawn, because you would apply for a certificate, and the inspector refused it, but now the certificate is done way with?—If he refused to brand the butter as "pastry," it must be very bad.

1053. Supposing he makes a mistake, and the would-be exporter thinks it good enough to send out of the colony, and the inspector says—"I cannot put either of those brands on"?—I see the point. Last year there were over 7,000 tons of butter sent to England, and of that 7,000 tons only 23 cwt. was pastry, consequently the quantity has diminished to a very fine point.

1054. You would not mind running the risk?—No.

1055. *By the Hon. J. C. Campbell.*—Do you know of any dairy farmer or factory that ever asked for a Bill of this sort?—No.

1056. *By the Hon. the Chairman.*—Did you ever know a farmer to ask for a Bill of any kind?—Yes, the Rabbits Act, and others.

1057. *By the Hon. J. C. Campbell.*—Are you aware if the Government brand on butter enhances the value of it when it gets to London?—Not to my knowledge; but that is a matter I would prefer some of the large shippers to give evidence on, but I can say, from my conversations with them, the general opinion is that the brand does not enhance the value of the butter.

1058. *By the Hon. the Chairman.*—Did you ever hear of the case of an order going to Sydney, and a condition was that the butter was to have the Victorian Government stamp on it, and the order was sent over to Melbourne to be executed?—I heard of it.

1059. *By the Hon. J. C. Campbell.*—Did you ever hear of butter with the Government brand on it going home in the same vessel with butter that the stamp was refused to be put on, and the butter without the brand brought a better price than the butter with the brand on it?—Yes.

1060. Have you heard of several instances of that?—Yes; I could not give them in detail.

1061. I am speaking of butter out of the same ship?—Yes, I saw the invoices when they came back.

1062. There was some talk about the producers being up in arms; were the producers up in arms when this Bill was introduced?—They were, to a man.

1063. Then an arrangement was made between the committee of the Dairymen's Association and the Minister?—Yes.

1064. Were all the committee satisfied with the arrangement that was made, and with the amendments; did they all approve of them as you do?—In the main.

1065. Did they express themselves beyond the term that they were not satisfied?—You see, they have been so long in conflict that we are getting tired of it. They were, generally speaking, satisfied, but since they are not satisfied with section 5—the cool store business. They do not see that the clause as worded makes it harmless as they were told it would. I am quite certain the Minister wishes it to be harmless, but the wording does not make it harmless.

1066. You consider it gives too much power to the Minister?—Yes.

1067. Do you think it better that the cool store sections should be omitted?—Either omitted or worded in such a way as would make it harmless.

1068. *By the Hon. C. J. Ham.*—I understood you just now that that part of clause 5 which empowers the Governor in Council to put up cool stores still meets with your approval, and leave the matter there?—So long as it would not be compulsory to ship from those stores.

1069. *By the Hon. S. Winter Cooke.*—Do you export cheese?—There is very little cheese exported; none during the last four or five years.

1070. According to sub-section (b) of the second division of section 8, cheese is to be classed, but it does not say into what classes?—We have not been exporting cheese from Victoria, and, therefore, I did not give that much attention.

1071. *By the Hon. J. C. Campbell.*—Are you aware of the quantity of butter that has been branded the last few years with the name "pastry"?—It has been getting gradually less. Last year, out of 7,000 and odd tons, the quantity was 23 cwt.

1072. You think it is to the interest of the producers and factories to send the very best butter to London?—Yes, undoubtedly.

Frederick William Vear, examined.

1073. *By the Hon. the Chairman.*—What are you?—President of the Fruitgrowers' Association of Victoria.

1074. Have you seen the Bill now before this Committee?—Yes.

1075. Do you approve of it?—As far as it relates to fruit, decidedly.

1076. Does it go as far as you would like it to go?—I think so.

1077. Should there be a check against sending away a low grade of fruit?—It gives the inspector power to prevent any fruit going that would deteriorate the value of any other fruit. It has occurred in connexion with the export of fruit that fruit has been forwarded, that, had the inspector had power, he would not have sent. It was sent to the injury of other shippers sending at the same time.

1078. Do you think there should be any check on the size of fruit sent?—I think you have a regulation in the Department that the lowest size is  $2\frac{1}{2}$  inches.

1079. I do not think that would be the case if the Bill passed. I think a man could send anything he liked, if only as large as nuts?—I think the inspector would have power to reject that under the Bill.

1079A. Not if sound and free from disease. Do you think there should be power to prevent exportation in the case of small shrivelled apples dropped from the trees?—There should be a check as to size.

1080. You think the inferior fruit injures the sale of the other fruit?—Yes.

1081. I do not think the Bill goes that length. It does not go as far as I would like, and, as I understand, the fruitgrowers would like it to go further?—We would like any fruit unfit, no matter how sound it might be, to be prevented from going.

1082. *By the Hon. S. Winter Cooke.*—Supposing it were a very dry season, and the fruit was, in consequence, very small; that fruit, which in an ordinary season was of good size, owing to the dry season was very small?—The size is very small as it exists in the departmental regulations now.

1083. *By the Hon. J. C. Campbell.*—Is that in the diameter or the circumference?—Two inches and a half in diameter is the regulation size, but some sorts of apples have been allowed to go at  $2\frac{1}{4}$  inches.

1084. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—There are some very good sorts of apples that are good at that size?—It is not a very large apple.

1085. *By the Hon. J. C. Campbell.*—Are there not some good decent apples that never grow to  $2\frac{1}{2}$  inches?—Very few. I think they are not worth exporting that do not grow to that and exceed it, although I think there are some apples that, even if not quite as large, should not be stopped if of first-class quality. I understood that the Bill did go that far, myself.

1086. *By the Hon. the Chairman.*—You think an amendment of the Bill in that direction would be a good thing?—Yes.

*The witness withdrew.*

*Adjourned to to-morrow at Two o'clock.*

WEDNESDAY, 16TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;

The Hon. S. Austin,  
The Hon. S. Winter Cooke,  
The Hon. J. C. Campbell,  
The Hon. C. J. Ham,

The Hon. P. Phillips,  
The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. G. Simmie,  
The Hon. N. Thornley.

William Thomas Reynolds, examined.

1087. *By the Hon. the Chairman.*—You are a member of the firm of Reynolds and Son?—Yes.

1088. You are exporters of frozen meat?—We have been doing no exporting within the last three years.

1089. Did you do it through the Government?—Yes.

1090. Were you satisfied?—Yes.

1091. How many did you ship?—About 12,000 carcasses.

1092. You shipped them through the Government freezing works?—Yes.

1093. Were you satisfied with the treatment?—Yes.

1094. If you were shippers now you would still continue in the same way?—Yes.

1095. What are you?—Salesman at the Metropolitan Meat Market, North Melbourne.

1096. Have you read the Bill?—Yes.

1097. Do you approve of it?—I approve of it with the strictest supervision as far as sending second quality and inferior quality is concerned.

1098. You do not approve of sending inferior quality home?—Not with the Government brand on it.

1099. Do you think the Government having taken the works in hand is an advantage to the colony?—No doubt it has been a great benefit, both to the producers and the people in London.

1100. And the people in business here?—Yes.

1101. Do you think there should be supervision as to the health of the animals?—Yes, but when you get a number of first-class sheep there are hardly any of them diseased to any extent.

1102. In your opinion the supervision of the Government has improved the trade?—Yes, and it has given the trade in London more confidence where the Government brand has been put on the articles that have been sent home.

1103. There is a possibility that you may still go on with the business?—Yes; we may get advices at any time to go on; we are still prepared to do business if the market is fit in London. There have been some terrible losses during the last two or three seasons.

1104. If sheep were getting cheap in the Melbourne market you would go on with the trade?—If the sheep and lambs come in in the same quantities that they did three or four years ago there will be a lot of exporting, and we will be prepared to start again.

1105. You think the Government brand has enhanced the value in London?—There is no doubt of that.

1106. Are you in favour of the mode of settling disputes under the 11th clause of the Bill?—Yes, I am quite in favour of that.

1107. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You say the Government brand is an advantage to the people in London, upon what do you base that opinion?—I understand that the Government would not put the brand on unless they were first-quality sheep.

1108. Upon what basis do you base your statement that it is an advantage to the people in London?—Their knowing there has been a strict supervision on this side.

1109. Have you had letters out from your agents to that effect?—We have had communications from one or two people whom we consigned to stating they were very pleased to have the Government supervision.

1110. Your idea is to put the Government brand only on the first-class articles?—Yes, a number of people, three or four years ago, put brands on inferior sheep and lambs and got advances. There was a terrible loss, but when the news came back here those people were not to be found, or when they were found they were deficient.

1111. Was not that the fault of those who made the advances?—They said—“If they are good enough to ship to London we are justified in advancing on them;” they did not inspect them themselves as they should have done.

1112. They are wiser now?—Yes.

1113. *By the Hon. the Chairman.*—They thought the Government brand was a guarantee?—It is a guarantee that there has been a certain amount of inspection and the quality is good.

1114. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—As far as the sale in London is concerned, would there be any more difficulty in selling first-class meat with a private brand than with the Government brand?—Probably not, but foreign countries, such as Germany and France, would like to have the Government brand on.

1115. Is there much shipped to Germany and France?—None at all, because they consider the supervision is not strict enough.

1116. A certificate for those countries is wanted as to the killing?—Yes, and for the heart, liver, and lungs of the animal.

1117. At present the export is restricted to London and the Cape?—Yes.

1118. Then good sheep, whether branded with the Government brand or a private brand, would realize equal prices?—Undoubtedly.

1119. There is no special advantage in the Government brand?—There may be in this way, knowing they have been killed under veterinary supervision some people may prefer them, but whether a sheep has been killed under veterinary supervision or not, people judge by the article. The Government brand is a guarantee that care has been taken on this side to give them a real sound first-class article.

1120. May we not fairly expect that during the course of the last few years greater experience has been obtained?—I am afraid there has been no greater experience.

1121. Then how is it that New Zealand has developed its trade so much?—New Zealand has a better climate to grow a better class of sheep than we have here.

1122. In the first instance there were very serious losses in the New Zealand shipments?—Probably there were. I am afraid no one could count the thousands that have been lost here.

1123. Is not the fact of the shipper losing money the best incentive not to repeat the experiment?—New men pop up every season.

1124. Probably some of the old men could not continue to get advances?—That is about the fact of the matter. There is a certain groove in which those things are run. Some people run their own business, and others buy from the large firms in town.

1125. *By the Hon. S. Winter Cooke.*—Have you had your sheep frozen by the Government?—Yes.

1126. Did you export any before that?—No, only through the Government.

1127. How do you know you got an enhanced price through exporting through the Government?—The people that we sent to were pleased to have them through the Government, to know that there was a certain amount of supervision.

1128. That is not an enhanced price?—Probably it is not. We cannot attribute the enhanced price to any care taken on this side; it is the state of the market in London.

1129. You say the Government brand insures prime quality?—We wish it to.

1130. You think that is the probable result?—No doubt that is one of the benefits from it.

1131. You think only sheep of prime quality should be exported?—It all depends upon what people want in London, whether they want a 40-lb. or a 60-lb. sheep.

1132. You would not prevent the exportation of various qualities of sheep so long as they were fit for human food?—I should object to ship home ewes of 30 lbs. unless they were specially ordered for some contract.

1133. Would you put the Government brand on them?—No, we want to improve the standard of Victorian mutton in London if we can.

1134. You put the Government brand on prime quality sheep that go through the Government works, but if not of prime quality you do not put the brand on?—That is so; we sell them in London for what they are absolutely worth.

1135. You would put the Government brand on the first-class sheep?—Yes.

1136. You would not put the Government brand on second-class sheep?—No.

1137. They both come from Australia?—Yes.

1138. How would they distinguish them in London?—In London you could go into the market and find 40,000, 50,000, or 60,000 sheep of this second-class, and it would be difficult for the man who freighted them and branded them to pick out his own.

1139. They both come from Australia?—Undoubtedly they do; but you do not want to put an undue value on second-class mutton, and say—“This is Australian; this is American; and this is Argentine.”

1140. They would be Australian sheep, in the market, some with the Government brand on and some without; how would that prevent the inferior quality sheep affecting us; we have been told it would affect the best quality?—It could only affect the best quality as far as a man who is doing a large contract business is concerned; he might say—"I will have some of those low prices," but as to second or third class quality you could not say—"These are Victorian sheep, I want 3½d. per lb.," when American sheep can be bought for 1½d.

1141. The first-class sheep would be sold on their merits?—Yes.

1142. The second quality being there would not deteriorate the other?—Not unless there was an overwhelming supply of the No. 1 sheep. I would not put the Government brand on the second quality at all.

1143. You would only prevent the exportation of anything unfit for human food?—The man who tries it will only try it once.

1144. Do you not think that sometimes people are disappointed through the chance of the market?—Probably, or the season may be against them.

1145. You do not object to sheep going home that are inferior in quality?—I should say, let the squatter send home what he likes provided they are sound and wholesome; but I would not put the Government brand on anything but the best quality. In time people would know that mutton with the Government brand was as good as Victoria could send.

1146. *By the Hon. S. Austin.*—Is it not a fact that sometimes what is regarded as inferior brings the higher price per pound?—It may be when the market is very short; you may get a lighter standard of merino, but still I think that with 48 to 52 lbs. mutton there cannot be much mistake if they are prime.

1147. Have you known the lighter sheep of the same character, say, a comeback or a cross-bred, which would be regarded as second grade, to bring a better price than what is regarded here as the best quality?—It depends upon what you term the best quality; if you go to 60 or 70 lbs. sheep, or if you go down to 40-lbs. sheep—the best class of sheep we sent to London averaged about 50 lbs.—they were very prime merinoes.

1148. *By the Hon. the Chairman.*—The very large ones and the very small ones bring the same price?—Yes.

1149. *By the Hon. S. Austin.*—Do you regard the Government brand as a great benefit?—If the Government brand were put on everything that was No. 1, people would look for it, and ask for it continually.

1150. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Or any other brand providing the quality was equal?—Yes.

1151. *By the Hon. S. Austin.*—Do you think it a wise policy for the Government to go in for cool storage to any great extent?—Yes, I think they could almost double the present accommodation in Flinders-street. At present there are blocks continually taking place, and if there were double the accommodation, you would find goods to store in it.

1152. Would not that policy be very unfair to private enterprise; would it not be better for a business of that kind to remain in the hands of private or public companies?—You would hardly get any private companies as liberal as the Government has been.

1153. *By the Hon. S. Winter Cooke.*—Who pays for their liberality?—I think the squatters have had a very bad time, and if there is any possibility of improving their position by losing £1,000, or £2,000, it is good policy. In this country we shall probably have to grow large numbers of sheep and cattle in the near future, and it is wise for us to try to be on the level of some of those American cities for shipping to London.

1154. *By the Hon. S. Austin.*—Is it not a fact that a large proportion of the sheep that are frozen here are not grown in this colony, but are from New South Wales?—I dare say if the trade is encouraged at all, a greater number of sheep would come from Gippsland, where they are not grown at all now. If the trade could only be encouraged, and brought to the standard of New Zealand, we could certainly grow the sheep—there is plenty of country to grow them.

1155. At the present time the producers of Victoria do not get the benefit; it is the producers of Riverina who get it?—A number of squatters in Riverina are living in or near Melbourne, and are very pleased to see this business increased.

1156. *By the Hon. the Chairman.*—If you take so many sheep away it takes them away from competition with the Victorian sheep in the market?—No doubt.

1157. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Who pays for that increased price?—The consumers here.

1158. Are there more consumers or more producers?—The consumption has fallen off considerably during the last four or five years, but there are more consumers than producers undoubtedly.

1159. If you charge the consumer for the benefit of the producer you are benefiting the minority at the expense of the majority?—A number of people in Victoria are quite pleased to pay the extra money.

1160. *By the Hon. J. C. Campbell.*—Are you satisfied with the present arrangements of the trade?—Yes, perfectly.

1161. Supposing that you sent home a lot of sheep with the Government brand on them, that turned out bone tainted, or that did not arrive in good condition, would not that hurt the Government brand of the colony from which they came?—No, it would do it no harm. It would be clearly understood that an inspection had taken place, and when they left the institution they were as sound as could be, and probably on the road home they had thawed.

1162. If they were bone tainted they could not have been in good order when they were inspected?—Some of the heavy sheep we sent home were inspected, and they drew something out with a gimlet, but there was no bone taint in them at all. I think the inspection at the works is very severe as far as that is concerned.

1163. Do you think it is right to kill sheep and let a lapse of twelve or fourteen hours take place before they go into the cool chamber?—It depends upon the temperature outside, if it is hot weather I say no.

1164. Would it not be far better if the sheep were killed near the freezing works, so that in the hot weather they would immediately be put in the cool chamber?—Yes.

1165. *By the Hon. G. Simmie.*—Do you think exporters would be willing to pay for the Government supervision?—Providing it was not a very expensive matter. If it is necessary to have a local inspector in every district it would probably come very expensive.

1166. You think they would be willing to pay fair fees to get the inspection?—It depends upon what district requires an inspector. If it is all to be done in Flinders-street I think they would be prepared to pay for it.

1167. *By the Hon. S. Austin.*—Do you regard it as of great importance that the inspection should be at the time of slaughtering?—Not at the time of slaughtering.

1168. How can you detect disease after the sheep is in the carcass?—There are some diseases that can be detected; the glands become affected.

1169. You think any disease would be easily detected in the carcass?—In prime sheep.

1170. Without seeing the lungs or liver?—Not fluke. If you have fluke, as soon as you remove the liver the evidence of fluke is gone.

1171. A sheep may look perfectly healthy in the carcass, and yet have fluke?—I think the Board of Health does not reckon fluke injurious unless in the last stages. If sheep are very flukey they get dropsical.

1172. You do not think it necessary to have an inspector on the premises through the whole of the slaughtering?—With any one who is doing a large quantity I should think it is necessary to have an inspector.

1173. *By the Hon. S. Winter Cooke.*—Where was the gimlet put in?—They told me they had tried some of them at the Flinders-street works. They thought that during the hot weather some of the heavy sheep had something of the kind. They were afraid they were bone tainted, and they said they were quite right.

1174. *By the Hon. the Chairman.*—Are you aware of any private companies in Melbourne that freeze and export sheep?—I do not know of any one except Mr. Cooke. I do not think there are any other private individuals.

1175. At present the works are pretty well occupied; if we had had four years of good seasons instead of four years of drought, do you think the present accommodation would be sufficient to do the work?—No, you would want an establishment double the size.

*The witness withdrew.*

William Anderson, examined.

1176. *By the Hon. the Chairman.*—What are you?—I have had large experience in meat preserving and freezing for the last twenty years.

1177. How long have you been killing and freezing and sending home?—Four or five years; that is, through the Government; I was freezing before then on my own account.

1178. Have you seen the Bill?—Yes.

1179. Do you generally approve of its provisions?—Yes.

1180. Do you approve of the Government supervision?—Yes, where necessary; I have rather courted it than avoided it in my business; I have not avoided it in any way.

1181. Do you think it an advantage?—It might be in some instances.

1182. Do you think the Government brand has been any advantage?—I think, speaking from experience, that it has; I would sooner have it than be without it; it is not likely to be any detriment.

1183. You would rather have the brand than send the sheep without it?—Yes.

1184. Has the Government supervision and the assistance they have given in the shape of stores been of benefit to the producers as well as the shippers?—I think it has; it has given us bigger scope. I had a freezing works before the Government built this one, and I shut it up and sold out, and used the Government one; it was not big enough, and the machinery became obsolete.

1185. You have heard the questions put to Mr. Reynolds about private enterprise?—Yes; I do not think there would be sufficient private enterprise to grasp the position—I do not know any one who would provide sufficient capital to carry it out to the extent the Corporation has.

1186. Were the works here not established before the Geelong works were built at all?—Yes.

1187. So that, as far as competition is concerned, Geelong went into competition with Melbourne?—I understand the Geelong works were established for the benefit of the western district. At that time they had a surplus in the western district, and we used to buy sheep there and bring them up here to freeze; but they have not had any sheep to spare from that district for the last two years.

1188. You travel over the colony yourself—if the seasons had been good, or if we have good seasons for the next few years, will the present works at Geelong, Melbourne, and Deniliquin be sufficient to do the work required for the surplus sheep?—Not half, assuming we have ordinary seasons.

1189. Do you think there should be a check upon the quality of the meat as well as upon the soundness?—The export of meat is in such a few hands; there are only three or four places, and the bulk of the meat goes through the Government Department, so there is no one in a position to send bad meat. I would not slaughter it and export it—I should refuse to kill it, which I have done on many occasions.

1190. As well as killing and exporting for yourself, you kill for other people?—That is for freezing—I am preserving on my own account, and slaughtering and freezing for other people. There is scarcely any business done now on consignment account.

1191. Have you had any complaints about the quality of the meat shipped through the Government?—No.

1192. Is it satisfactory to your customers?—Yes, it has all been satisfactory with one small exception that is not worth speaking about; we have had no complaint from London as far as I know.

1193. Does the Government mark add to the market value of the produce?—I could not say that it does.

1194. Is the provision for referring any dispute between the Government and the shippers to arbitration a fair provision?—I think that is as fair as any way.

1195. *By the Hon. G. Simmie.*—You would grade the sheep for your own satisfaction, even if the Government did not brand them?—We grade them according to instructions. Usually the sheep are bought by a London firm who send orders, and they are graded according to their requirements.

1196. *By the Hon. J. C. Campbell.*—What brand does the Government put on the sheep?—The Government brand, as far as I know.

1197. Is there really any brand put on them? —

1198. *Mr. Wilson.*—There are two brands on the sheep and lambs. There is the veterinary inspector's stamp that the sheep has been examined for disease and found healthy and sound; then there is a Government small stamp; all that it says is "Approved for export."

1199. *By the Hon. J. C. Campbell (to Witness).*—Do you think they freeze many Victorian sheep?—Not at present. We used to freeze considerable quantities, but since the seasons have changed so much there has been a better sale for the Riverina sheep; we used to buy from the Geelong and Camperdown districts.

1200. How long does it take to get the sheep to the works after they are killed?—If they are killed in the morning they are in the freezing room in the evening.

1201. Would it not be much better to have the freezing works close to the abattoirs where you could immediately put them into a cool room, and then into the freezing chamber afterwards?—I have not found much inconvenience from it so far. The sheep have always arrived in good condition. Sometimes we have exceptionally hot weather, and then we do not kill, but in ordinary weather sheep will stand eight or ten hours before they are put into the freezing chamber.

1202. *By the Hon. S. Austin.*—I understood you to say that the chief part of your business was in slaughtering for freezers?—Yes, the most of my business is in meat preserving and slaughtering. My place is a bond, and I kill the sheep for export in bond.

1203. If the business were confined entirely to private enterprise, it would be very much against your interest in that respect?—I should not have the accommodation that I have at present for doing the trade, that is assuming the Government works were closed.

1204. *By the Hon. the Chairman.*—You could not kill and send to Geelong?—I do not know that we could compete with other people if we had to do that.

1205. *By the Hon. S. Austin.*—From your knowledge, do you consider that the Government charges are less or higher than the charges by private companies?—It is rather a difficult question to answer.

1206. It has been stated in evidence that the Government are competing at a lower rate with private enterprise, do you agree with that?—No, I have always understood it has paid the Corporation. I have had an offer to have the sheep frozen for less money than it has been done for by the Corporation.

1207. You are aware that the Government works suffer a loss of about £6,000 a year?—I am aware of it by hearsay.

1208. *By the Hon. S. Winter Cooke.*—You gave up freezing on your own account?—I did not give it up. I transferred my business to the Corporation works.

1209. You had your own freezing works to start with, and you found you made more money by getting your mutton frozen at the Corporation works?—Yes.

1210. Supposing you were the lessee of the Corporation works, would you like to carry on at a loss of between £5,000 and £6,000 a year?—No, I should not care to carry on at a loss, but this business has grown so much; six or seven years ago we had not the export trade that we have now.

1211. *By the Hon. the Chairman.*—You had not the powerful machinery in your own works that the Corporation have?—No.

1212. *By the Hon. S. Winter Cooke.*—Do you have your sheep graded?—Yes, always; we grade them ourselves.

1213. Do you find that the fact of your exporting the lower quality affects the price of your higher quality sheep?—No. As far as my experience goes they have all been sold before they left the colony on the c.i.f. principle; the sheep are sold in London. We just fill in orders; we get an order from London for a certain number of sheep at a certain price, to put them on board ship.

1214. Your lower grade of sheep does not affect the price of your higher grade?—No, the lower grades are either rejected or shipped without the Government mark on them.

1215. Would you object to a low quality of sheep being exported, provided they are fit for human food?—Yes, if they were likely to damage the trade in London.

1216. You know of no instance in which the low quality has affected the high quality?—No. I have heard of inferior sheep being sent home; most people were grumbling at their being allowed to go; but I do not know that they had any effect upon the London market.

1217. The buyer in London judges for himself?—Yes; that is, the people who order the meat in London rely on the people supplying them to send a good article.

1218. In London they themselves decide as to the quality, whether it is first, second, or third quality?—They are already graded when they go there; they can be sold according to the grade.

1219. *By the Hon. the Chairman.*—Is the larger proportion of the sheep sent sold to be delivered here?—As far as my experience goes it is so. There are very few people sending sheep home on their own account.

1220. *By the Hon. S. Winter Cooke.*—Do you export butter?—No; we can rabbits; but the export of mutton is my principal business.

1221. Are the rabbits examined by any one?—No.

1222. Have you had any complaints about them?—No, I have found my own inspection is sufficient.

1223. Suppose there were a Government inspector at your works, could he improve matters?—I should be pleased to see him if I had not to pay for him. I do not think he could add much to the skill in packing, or improve matters much.

1224. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—He would not have a direct interest in it?—Not as much as I have myself.

1225. *By the Hon. the Chairman.*—You have been a long time in the trade, and your brand is well known in London?—Yes.

1226. Have you any Government brand on your produce?—Not on the preserved meats.

1227. *By the Hon. J. C. Campbell.*—Did I understand you to say you thought it was right to send only first-class sheep home?—I send home only good sheep. I have never allowed anything to go that I considered inferior.

1228. Are there not two ends of London, the East and West ends?—Yes, but we only cater for the people who send us orders.

1229. You know there is a market for second-class mutton in London?—Yes.

1230. The orders you get are principally for first-class mutton?—Yes; I have not had any orders for the low grade sheep.

1231. *By the Hon. G. Simmie.*—You preserve everything except what is not first class?—Anything that is inferior we boil down in the vats.

1232. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You have established a brand of your own for preserved meat?—Yes.

1233. Your buyers are quite satisfied with your brand?—Yes, apparently so; we cannot satisfy the demand.

1234. Might it not happen that any one not so expert or so careful as yourself, by getting the Government brand, would have the Government to rectify his carelessness or want of knowledge?—Yes; it is rather a difficult matter to draw the line as to what should bear the Government brand and what should not; assuming it is fit for food it is supposed to carry the Government brand.

1235. The brand being on would enable the exporters to get an advance from the banks?—Yes; but the Government brand has not extended to the preserved meat.

1236. You would have no objection to it being on your meat?—No.

1237. You are not in favour of exporting inferior mutton though sound and wholesome for food?—I have not found it expedient to do so. It is either boiled down, or if the meat is good it is canned; the lean sheep are suitable for canning.

1238. Is it consumed locally?—Only a small quantity; London is a better market.

1239. *By the Hon. J. C. Campbell.*—Are you satisfied with the present arrangements that you work under?—Yes, I have no cause to complain, except that I would like the stock tax removed.

1240. *By the Hon. G. Simmie.*—Do you slaughter for any one who sends stock to you to be treated in that way?—Yes, I have not refused any person yet who wishes to export. I slaughter and prepare the meat for them and grade it, and ship the meat to the Department.

1241. If those people only give you the slaughtering, you would have no more to do with the sheep after delivering them in the freezing chamber?—No.

1242. In that case would it not be better to have Government supervision?—The Government supervision is at my place; the inspector visits my place periodically.

1243. *By the Hon. S. Austin.*—You regard the slaughter-house as the proper place for inspection?—Yes.

1244. Not in the freezing chamber?—No.

1245. Could disease be detected after the sheep get into the freezing chamber?—No, I do not think it could be; that is, you could detect it, but not so easily as you could when the sheep are in the slaughter-house.

*The witness withdrew.*

Alfred Simpson, examined.

1246. *By the Hon. the Chairman.*—What are you?—Manager of the dairy produce department for Messrs. Dalgety and Co.

1247. Have you read this Bill?—Yes.

1248. Are you in favour of the general provisions of the Bill?—Yes.

1249. How long have you been exporting products?—Almost from the inception of the trade—as far as butter is concerned, since 1889 and 1890.

1250. Are you of opinion that Government supervision has been an advantage to the trade?—Very great.

1251. Do you get a better price for the products?—I will not say that better prices are realized under supervision, but it has indirectly been the cause of better prices being obtained.

1252. Do you think the Government brand is an advantage?—Not in regard to the price; but it has had the advantage of being accepted as a guarantee of good quality.

1253. Your firm would be more ready to advance on butter that had the Government brand than on butter that had not?—No; the firm take my own opinion as an expert, irrespective of the brand.

1254. Do you think exporters prefer to have the Government brand?—There is no doubt about it.

1255. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Even if you have to pay for it—inspection costs something?—We do not put it in that way. The only payments we make are for the freezing. I am speaking of butter.

1256. *By the Hon. the Chairman.*—Do you consider that without Government supervision inferior stuff would be likely to be exported?—It would not matter as long as they were not adulterated in any shape or form.

1257. You think there should be Government supervision?—Yes; whether there is a stamp affixed or not, I still hold to Government supervision.

1258. Can you give any instance where it is an advantage?—In butter, for instance, if there were no supervision, anything could be mixed up and sent out of the colony, and that must necessarily affect the reputation of the article. Brands might be pirated, or inferior stuff might be put in pirated boxes. The reputation of the colony is at stake; we have earned our name, and let us retain it.

1259. It would have the effect of being a check on people, and preventing them attempting to send inferior stuff, knowing it would have to undergo Government inspection?—All the brands are known to the Government experts and inspectors at the works, and people would not attempt it; whereas, if there were no supervision, we do not know what might take place.

1260. You think the Government brand is an advantage?—I do.

1261. Are you in favour of butter and cheese being classed, before shipment, into different grades—first, second, and third qualities?—I would class it into “Factory,” “Dairy,” and “Pastry”; but I am not in favour of grading as to quality.

1262. What is your opinion of the clause in the Bill which provides that disputes between Government officials and the exporters shall be settled by arbitration?—I think that is a very fair method in case of any dispute between inspector and exporter.

1263. Your firm is a very large one, and is interested in all the exports from the colony?—Yes.

1264. *By the Hon. J. C. Campbell.*—Have you ever been asked by any of the London agents to get the Government brand put on the butter?—Not that I know of.

1265. Can you account for the fact that butter that was refused the brand has gone home in the same vessel with butter that was branded, and fetched a higher price?—If they went home in the same vessel it is very hard to explain, except that a particular butter may be in demand at home for a certain purpose, and the fact of its having the brand or not might not influence the buyer.

1266. *By the Hon. the Chairman.*—You are aware that butter made from cows fed upon green succulent food comes in with a beautiful aroma and a nice flavour; but will that butter arrive in London in as good a condition as butter from cows fed upon hard natural grasses?—The butter from cows that have grazed on some country will be washy, whereas off lucerne it will be strong.

1267. When it comes here for inspection nothing could exceed it in quality?—I have seen cases where we knew, although it was apparently a first-class article, it would go fishy on the voyage—some pasturages make different butter to others.

1268. You would approve of the words "Factory," "Dairy," and "Pastry," being put on?—Yes. There is another term that we might almost use in justice to the colony, that is "Separator" butter, for butter made under the factory system, but on a smaller scale.

1269. Which of the butter do you consider best, the factory or the dairy?—That is a matter of private opinion. I consider the factory butter is the best. I have not found any dairy butter keep in the same condition that the factory butter will.

1270. *By the Hon. S. Austin.*—I understand you to say that you approve of Government inspection of butter?—Yes.

1271. There is an inspection at the present time, is there not?—Yes.

1272. What proportion of the butter cases are opened and examined in the inspection by an inspector?—That rests with the inspector—if he is not satisfied he opens as many cases as he likes—it is discretionary with himself.

1273. If he is suspicious of a shipment he will open more cases?—I presume so.

1274. If you were inspecting, what proportion would you open?—My minimum is three, no matter what the quantity is.

1275. It does not involve such a very heavy labour?—It is very heavy labour, you might have 120 factories represented in one day—there are not less than 110 factories represented there this morning, and it is laborious work. There may be 250 tons of butter, and if the inspector had to open a large proportion of those boxes it would be very heavy.

1276. If the consignor had to pay the expense of inspecting, it would be rather a heavy item?—I do not think the exporters cavil at all at the prices charged now.

1277. Do the exporters pay that charge?—The owners pay at present.

1278. *By the Hon. S. Winter Cooke.*—Have you always shipped through the Government works?—As long as I have had charge of the department. I have been an exporter myself since the inception of the business, and a manufacturer. I have always done it through the Government.

1279. And so does the firm you represent now?—Yes.

1280. Do you send all qualities of butter?—So far, we have had nothing inferior.

1281. Would you object to an inferior quality going out?—No; I think it is necessary that the inferior quality should go home, as long as it is not adulterated.

1282. Have you any knowledge of the cost in the Corporation works as compared with the cost elsewhere?—No, not of my own individual knowledge.

1283. I suppose all the butter is shipped through the Corporation works?—Yes, practically.

1284. How do you class cheese?—So far there has been very little sent from the colony; so far as Victoria is concerned it has not turned out satisfactorily.

1285. *By the Hon. the Chairman.*—Have you ever seen cheese classed?—No.

1286. Do you think if the Government were to close up these works there would be sufficient private accommodation to carry on the business?—No doubt the enterprise would be carried on; but I think it would be a great pity in the interests of the colony.

1287. If the business were taken up by a private individual or a company, would the public be as well served?—No, I think a monopoly would be set up that we would pay for.

1288. Private individuals could not manage it for themselves?—Then I think the whole thing would drop into chaos if it were allowed to go into open competition. I have not too high an opinion of the butter business, though I am connected with it.

1289. Do you think the action of the Government has been good in an educational way?—They are doing very good service to the colony now by sending instructors round and giving lectures at different centres where the managers of the factories are concentrated, and by getting the latest-known appliances and advice that can be procured.

1290. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You are in favour of the Government assisting by giving instruction?—Yes.

1291. You think good will result from that?—I think it is resulting; I can see it in the case of factories for whom we act as agents. I can instance cases where the commercial value of the article has been enhanced wonderfully by what I have told them myself, and the assistance given them by the Government.

1292. That may be apart altogether from the question of freezing?—Yes.

1293. If the Government extended that system of education, would not that be sufficient, leaving the business of freezing and exporting to private enterprise?—The two things are not synonymous.

1294. The main thing is to improve the butter at the factories?—I think so.

1295. Supposing the Government gave up the lease of the freezing works here, do you not think the Corporation would either let them again or carry them on themselves?—Very likely they would.

1296. Would there not be a probability of private enterprise providing the necessary freezing power?—I think it would be a pity to have private enterprise stepping in, because we might have to pay a far higher figure—we are paying a rational figure, but if private enterprise stepped in, we do not know what we should have to pay.

1297. *By the Hon. N. Thornley.*—You think it is safer in the hands of the Government?—I think so. A private individual makes the most he can for his own private pocket, and the probability is that the prices would be higher.

1298. *By the Hon. S. Winter Cooke.*—How do you know that it is a rational figure now for freezing—what do you make the comparison with?—You can make it with nothing in that way.
1299. Then how do you know it is rational?—For the services rendered.
1300. You do not know what the cost of freezing is?—I have some idea of what it costs to produce cool air, and I know what handling is, and what labour is paid.
1301. You could not say what a private company could do it for?—No.
1302. We have been told that these works have been carried on at a loss to the State, and it is a question whether the loss is on the meat, or the butter, or both?—I think that the price we pay, taking into consideration the cold air, the inspection, and the labour entailed, is a fair one.
1303. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If the business results in a loss, do you still consider the price is a fair one?—We should still consider it a fair figure.
1304. *By the Hon. S. Winter Cooke.*—The taxpayer pays the deficiency?—That is for the head of the Department to consider, and find out where the loss is entailed.
1305. Mr. McNaughton said he thought the cost of freezing was too heavy?—He might have thought so in one instance, comparing the number of boxes of butter going through with the carcasses of sheep. The value of a box of butter is far greater intrinsically than the carcass of a sheep, and you require more power for rabbits and sheep than for butter.
1306. *By the Hon. J. C. Campbell.*—Are you satisfied to have the Government making arrangements for the freight?—Yes; but I should like to see one thing in addition—we should have some control over the power of the refrigerator during transit—I think that is where a great deal of our trouble arises.
1307. Do you not think that a firm like Dalgety and Co. can make better arrangements for freight than the Government can?—It may be so.
1308. Do you not think that a good business man could make better arrangements with regard to freight than the Government?—Very likely.
1309. *By the Hon. the Chairman.*—Do you not think that the Government, representing the whole of the shippers, can make better arrangements than any one shipper individually—would not a shipping firm be likely to give a lower price to the Government than to any individual shipper?—I think so. We have had that exemplified in the past, when the trouble arose between the P. and O., and the Orient, and the outside lines.
1310. *By the Hon. J. C. Campbell.*—Are you not aware that outside shippers are getting ships cheaper than the Government?—In some other commodities that may be so, but I do not think it is the case with butter—in mutton I believe they do.
1311. *By the Hon. the Chairman.*—Is there not a great advantage in having the butter shipped in regular quantities at regular times?—That is the most important factor in the whole of the business—that we should have regular shipments, and that those shipments should be regulated in quantity as well.
1312. The Government, having the whole control of the trade, could do that better than individuals?—Far better; the larger men would be apt to swamp the smaller men in things of that description.

*The witness withdrew.*

George Edward Siddall, examined.

1313. *By the Hon. the Chairman.*—What are you?—An exporter of frozen rabbits.
1314. Have you been long in the business?—Since its commencement.
1315. Have you seen the Bill now before the Committee?—Yes.
1316. Do you approve of its provisions?—Yes, in their entirety.
1317. Are you of opinion that Government supervision is an advantage in shipping rabbits?—I think it is absolutely necessary as regards rabbits; the trade would be done for at once without it. Rabbits are very different to butter, they are more difficult to handle in many ways; they go wrong very quickly; and just in the very hottest weather, when supervision is most necessary, we are swamped with rabbits.
1318. You approve of classing and branding?—Certainly. We had an instance in New Zealand where they had no supervision, and where whole ship-loads were going bad.
1319. How do you account for New Zealand rabbits being lower than our rabbits?—The want of proper supervision. Their rabbits ought to bring 1d. or 2d. more than ours; the fur is better, and the rabbit is much larger. It is a common thing there to get a pair of rabbits that will weigh 9 lbs., and it is an extraordinary thing here.
1320. You approve of the Government classing and branding?—The trade would be no use without it.
1321. Do you find an advantage in sending them home with the Government brand?—About half-an-hour ago I had an offer of a contract, and the last clause was that the goods must bear the Government stamp.
1322. Was that from home?—Yes. I have had several contracts, and that has been the last condition in them—"The above goods must bear the Government stamp."
1323. Without Government supervision there would be a danger of sending inferior stuff away?—My experience in the trade is that there would be a tendency, when they are overrun in the summer time, and the local market is glutted, to get rid of the stuff and send it away. When they do not know what to do with the rabbits there is a temptation, in the absence of supervision, to ship stuff that is inferior. I have known firms that have tried to bribe the men who are grading—at present it is a common thing.
1324. They take the chance of what they can get in London?—They can get insurance on them, and when they once get an insurance on them it does not matter what is done with the produce.
1325. Have you had any complaints from home about the quality of the rabbits?—No, there have been a few small claims for mouldy ones, but the complaints are very insignificant in comparison with the number we have shipped.
1326. That deterioration might take place on board ship?—Very likely. When business is in full swing we put some thousands of rabbits through.

1327. How many rabbits do you export?—I think I handled about £30,000 worth last year. The rabbits are getting scarcer every year since we started this export trade. We have been continually at them. When there was no export, as soon as it did not pay the trappers they knocked off catching them, and then the rabbits accumulated again.

1328. *By the Hon. N. Thornley.*—Since you commenced to freeze rabbits, has the value of the product increased?—Yes, 100 per cent. The first season we bought them at 3d. and 4d. per couple, to-day we pay 8d. and 8½d.

1329. *By the Hon. the Chairman.*—How does the price at home compare with what it was then?—It is lower.

1330. *By the Hon. N. Thornley.*—How many years is it since you began to freeze?—The bulk of them began about five years ago. Prior to that we used to ship them to Sydney, in the winter time, without freezing. In the summer time we dealt with them locally—we did not ship them to Sydney.

1331. Do you preserve?—No, I never went in for that. I do a large local trade also.

1332. *By the Hon. the Chairman.*—You sell your rejects as a rule in the Melbourne market?—Yes.

1333. Are they very good?—Yes; they are small, and we do not ship breeding does; it is chiefly the small undersized rabbits that we reject. The young rabbits are very tender, and, the fur being a non-conductor, it takes a great power to freeze them, and when the cold air strikes the tender parts they go away to nothing.

1334. *By the Hon. S. Winter Cooke.*—Have all your shipments arrived sound?—We had once a small shipment where we had a claim of about £8. It was claimed at the other end. I mostly pack to orders at this end.

1335. Are most shippers as lucky as you have been?—The first season we opened I think some of the shippers had some claims to meet, but that is five years ago, and it has improved considerably since then. At the commencement we had much to learn; in fact, we have to learn yet.

1336. In your opinion, the rabbits exported from Victoria have arrived home in good condition?—Yes.

1337. *By the Hon. N. Thornley.*—Do you ship on your own account?—Sometimes, but principally on order.

1338. Have the rabbits to be of any particular size or weight?—I have an offer of a contract now of 10,000 crates, with 24 rabbits in each crate; but they insist upon the Government stamp being on.

1339. *By the Hon. the Chairman.*—What is the class that the Government sends?—We have three classes; the largest must not weigh less than 5 lbs., the next run from 5 lbs. to 4 lbs.—those we class as young rabbits. Anything under 4 lbs. we do not ship. Then we have a class of "skimmers"; they freeze more readily with the skins off. I would put them down as second grade.

1340. Do you ship them home?—Not on my own responsibility.

1341. Do you get orders for that class?—Occasionally. My opinion is that if the Government were losing £20,000 per year on rabbits, the country is gaining indirectly.

1342. *By the Hon. S. Winter Cooke.*—Assuming private enterprise were to take up the work, the country would gain in the same way?—Private enterprise would not do. Competition now is keen, and the country gets the benefit of it, whereas, if it were private enterprise, a monopolist would get the lot. Under present conditions you do not require many thousand pounds to start in business; the Government arranges the freight, and there is no trouble at all.

1343. There are already works in Victoria other than the Corporation works. Those Corporation works are leased by the Government. Assuming that there is a loss, as we are told, in the Government works, is that fair to the general taxpayer?—I think so; the general taxpayer profits by the country getting rid of the rabbits; indirectly everybody benefits by it. There are thousands of trappers round the country making a living out of it; we have fully 500 men on our books.

1344. *By the Hon. N. Thornley.*—What becomes of the little rabbits?—They are sold locally.

1345. *By the Hon. S. Winter Cooke.*—There are a good many grown-up rabbits ear-marked; is not that a proof that the trappers release the small rabbits?—I dispute that; the bucks fight at times, and split each other's ears, and you will also see them with their ears scorched, or with shot marks through their ears.

1346. *By the Hon. S. Austin.*—Do you draw any of your supply of rabbits from the western district?—Yes.

1347. From Warrnambool?—It is too far; the train leaves so early in the morning that the men cannot catch it; but whenever it is practicable for the men to send the rabbits by train they will send them.

1348. Do you get them from Hamilton?—Yes, in the winter.

1349. Do you buy them on the ground?—We sometimes send a man to the station to receive them and pay out cash; at other times they send direct to us, and at the end of the week we send them a cheque. You will see thousands of rabbit crates all over the country at the stations.

1350. You can compete with places like the Warrnambool factory?—Yes.

1351. *By the Hon. N. Thornley.*—Where are your works situated?—At the Corporation freezing works.

1352. When does the breeding season commence?—Early in August, and it extends to about March.

1353. *By the Hon. C. J. Ham.*—Are you satisfied with the manner in which the freezing works are carried on?—I am.

1354. The work is efficiently done and gives you satisfaction?—Yes.

1355. *By the Hon. N. Thornley.*—Are you satisfied that the works are of the best description?—I think so.

1356. If the Government erected other works they could not put in any improvements that would be advantageous to the business?—Not as regards rabbits. We are situated right alongside the fish market. If the works were at Port Melbourne it would not suit the rabbits. We would have to bring all the rejects up to the local market; now it is at our doors, and we just run them out of the chamber into the market.

*The witness withdrew.*

Elisha Meadows, examined.

1357. *By the Hon. the Chairman.*—What are you?—I am connected with the firm of H. Trengrouse and Co., provision importers, London. I am their Australian agent.

1358. What is your principal trade from here?—Largely butter, rabbits, and hares from all the colonies. We get a great many hares from Sydney.

1359. Have you read the Bill?—Yes.

1360. Do you approve of it?—Without a doubt the Government have assisted the industry largely in its commencement, and so far it has done well; but I think it should let well alone. I speak from some 45 years' experience. I have exported largely from New York, Montreal, and Chicago. I spent ten years in Canada, and I much prefer to be without Government supervision. I quite appreciate all that the Government has done, but if I were asked the question I should say let things alone. If you are going to add anything to the present system I condemn it *in toto*.

1361. What is there in this Bill that you object to?—In the first place, the Government assistance to the factories and the country really is in finding competent men to give those who are commencing, or have commenced, this business, practical instruction how to manufacture a good article. We want every factory to be jealous of its own reputation, and to produce such an article that we can buy it wherever we are. I know factories in Canada now whose produce I would buy here. My firm has bought 20,000 cases of cheese within the last few weeks in Canada simply on the reputation of the factories.

1362. Have you had advice to that effect?—Yes. We declined New Zealand cheese, the other being better value. You must bear in mind that you have the world to compete with. Men come here who have put in their time in other parts of the world, and we get quotations before us. We know the reputation of each factory, and we operate according to our best judgment.

1363. Why will you not buy New Zealand cheese?—The other is better value—I have bought New Zealand cheese.

1364. Is the Canadian cheese much better?—No; the New Zealand cheese is grand cheese, and we have bought largely there in certain seasons—we have always had more or less cheese and butter from New Zealand. We do not take any cheese from here; it is not prepared for export.

1365. Then why did you not buy the New Zealand cheese in this instance?—Because of the difference in price; the one is cheaper than the other. I am not finding fault, but we cannot operate in it. A factory must establish a reputation and maintain it. If I were buying butter from the Acme, the Yea, the Grassmere, the Trafalgar, or many other factories, I would buy with the understanding that the output of the factory was up to its usual standard. I am cabling to-day offering 500 or 1,000 cases from Queensland at a price, and that will be sold on its reputation.

1366. What quantity of butter do you ship from here?—We get a large share of the trade—I could not give the figures.

1367. About how much do you send from here?—It varies; probably we have had a fourth of the shipments—supposing there were about 10,000 cases, we would get about 2,000 cases.

1368. Is it bought here?—It is largely consigned—some is bought.

1369. How long is it since you left Canada?—About fifteen years.

1370. Was there any Government supervision there then?—None whatever.

1371. Is there any now?—No.

1372. Are you sure of it?—I am not aware that there is any—if they do take up any position in the matter it is not in the form suggested here.

1373. When you left they were making splendid cheese and butter?—Yes.

1374. You would be very much surprised if you learned that there is supervision by the Government of all those things now before they are exported?—I should be very much surprised. One thing that redounds to the credit of this colony is that the Canadians have imitated us in the shape of the 56-lb. boxes, but with regard to Government supervision, I am not aware that it exists as to brands. It is only the lower grades of butter that would require branding or grading, and the quantity that is sent from here is so small that it is not worth considering. As to the factories, their brand is their reputation.

1375. This Bill only provides for two brands, "Approved for Export" and "Pastry"; the "Pastry" is a very small quantity?—Yes, I fail to see where the grading comes in.

1376. Why do you object to this Bill?—I say let it alone.

1377. Would you have the Government stop their interference?—I think the Government should in due time let things alone. I think you are encouraging a monopoly by the shipping companies. I would infinitely prefer to be able to deal with the shipping companies direct. In Canada and New York I had the shipping companies coming after me pushing for the trade. Now I have not a word to say. I have no control in the matter. Last year I had an order for 500 cases of butter from here; my instructions were 250 cases in two ships, but I could not get them into two ships. I had to put them into three, and 146 cases that went in the third ship the man rejected, because the market had gone down. He said—"You should keep within your contract. I wanted them in two ships." I was utterly powerless. I did my best to send them in two ships.

1378. You were not compelled to send them in Government ships?—I did my best. There is a decided advantage in shipping by the mail boats, because they go regularly every week, but I am told that there is such a block there now that the people do not know what to do.

1379. The fact of those ships that the Government have contracts with being full cannot affect it; if they are relieving the market to the fullest extent, what difference does it make whether it is done by the Government or by individuals?—I believe you would have lower prices if you allowed competition to come in; now you make contracts for five years, and people are obliged to ship through the Government.

1380. You are not obliged to ship through the Government; you would go to the cheapest company?—I find no difference in the price of freight. I have always gone through the same channel, and I do not want any difference.

1381. You say you would prefer to send by the Government ships?—No. I would prefer to suit myself.

1382. But you do send by the Government ships?—Yes, we get into a regular line. I am not blaming the Government, because we have advantages as well as disadvantages.

1383. At the present time, if you were not shipping through the Government, how would you ship?—It would be utterly impossible for me to do it in any other way except through the Government, if I wished to have regular shipments.

1384. Do you know that the Government under their contract can compel those two companies to provide all the accommodation that is required?—They do not do it. There is a block now. One man said to me yesterday—"I have 40 tons there now, and cannot get space."

1385. Are you aware that all the private freezing establishments are full of stuff, and cannot get it away?—I believe that there is a good deal down there; there is more than there is freight for. A steamer caught fire in Sydney two or three weeks ago that otherwise would have been down here, and have taken 700 or 800 tons.

1386. Other ships were taken off on account of the American war?—Yes.

1387. *By the Hon. J. C. Campbell.*—Do you think that the Government brand would be any advantage in London?—If you speak of butter, I should say no. My people did not know that it was on for weeks and months, and it is never used by a buyer of any experience. It might serve the purpose of outside speculators and novices. As to rabbits and things of that sort, I say it has been a great advantage, and in my judgment the business would never be carried on successfully in any other way.

1388. *By the Hon. S. Winter Cooke.*—Do you export rabbits?—Yes.

1389. *By the Hon. P. Phillips.*—What part of the Bill do you object to?—I condemn it *in toto*. I do not approve of the Government interfering in private enterprise at all.

1390. *By the Hon. the Chairman.*—Do you advocate the Government giving up its lease of the stores?—I believe they will ultimately come into private hands; but I do not wish to force things.

1391. I suppose your firm would be prepared to take those stores if you had the chance?—No, we are quite content to remain as we are.

1392. How would the business be carried on if the Government gave up the lease?—The same as in other things, by private firms.

1393. Would there be no difficulty in getting up a company to build large freezing works in Melbourne?—It might not be necessary to do so; there are large freezing works there now, and I think people would be found to lease the works.

1394. Would people be better off in the hands of a private company who leased these works than in the hands of the Government?—As far as my experience goes in other countries competition keeps prices at a much more reasonable figure than a huge monopoly.

1395. You say these large works would be better in private hands—would not a private company have the whole matter in its hands, so that there would be no competition?—There are other freezing works besides these—I have heard of three or four in Melbourne. Two or three have been closed—they started, but they could not run against the Government, because the Government is doing it at a price at which it could not pay them.

1396. *By the Hon. N. Thornley.*—You do not believe in Government interference, and yet you say it is absolutely necessary in the case of rabbits?—My remarks apply exclusively to butter. I should say the trade would grow more successfully and quicker outside the hands of the Government than inside. At the same time, I appreciate all that the Government has done. I think that the Government officials do their work well.

*The witness withdrew.*

David Wilson, further examined.

1397. *By the Hon. the Chairman.*—You have heard the questions that have been raised by some of the witnesses as to Government interference with the exports?—Yes. My answer to the first objection is—and I think I know what I am talking about, having been the originator of the butter factory system in Victoria, and the present system of export on sound and profitable lines—I may remark had the Government of that time, after spending £30,000 for the establishment of our butter and cheese factories, not followed it up by securing cheap and regular ocean freight, with a supervision of quality for educational purposes, and providing cool stores for a collecting centre, I say without hesitation the expenditure of this large sum would have been a miserable failure instead of the success it has proved to be, by bringing millions of money to the pockets of the farming community. If proofs were needed of the losses for want of Government supervision, I need only mention the great amount of money spent to encourage vine growing, and for want of similar supervision to the butter industry, and assisting to obtain a profitable market for the product, it has been a comparative failure.

1398. As to the contract with the mail steamers, the Government is paying a lower price now than they were some time ago?—To prove the benefits accruing from these contracts, I think it was the second year of our export trade when, after collecting 50 tons of butter, and thinking we had nothing to do but secure freight in the mail boats for it, we found that the whole of the refrigerating space available had been taken up by a Sydney meat syndicate for the remainder of the season, and before we could secure space we had to give this syndicate £1,200 as a commission on their bargain before we could export our produce that season.

1399. That was part of the loss that your Department showed?—Yes. We either had to do that or sacrifice the butter.

1400. The steamers all go to Sydney and then come here?—Yes.

1401. *By the Hon. S. Winter Cooke.*—In what year was that?—I suppose we started exporting in 1890 or 1891, so that must have happened in 1892 or 1893, speaking from memory. It opened our eyes to the necessity of having contracts with these companies to secure regular and cheap freight for our produce.

1402. *By the Hon. the Chairman.*—You have heard the evidence of the different exporters as to your charges for rabbits, butter, and meat. Have you any explanation to give. Some say you charge too low, and others too high?—Our charges for butter are 6s. 8d. per ton of 40 cases.

1403. Is that sufficient to cover the cost of freezing?—I think in an ordinary season it is; but for the last two seasons, on account of the drought and the low quantity received (only 7,000 cases last year instead of about 13,000), it has scarcely met expenses. In an ordinary good season 2d. per case will pay

1404. *By the Hon. N. Thornley.*—There is the same expense for a small quantity as there would be for a large quantity, except the labour of putting the cases in?—Yes, and the same rent.

1405. *By the Hon. the Chairman.*—We are told that mutton cannot be treated for 8d. a carcass, but Mr. McFarland says it can be done for 7d. Do you think that 8d. covers the cost of freezing mutton?—Yes, with a fair trade. In fact, we have done it this last month. We put through about 20,000 carcasses for 6½d. actual cost.

1406. *By the Hon. J. C. Campbell.*—What do you charge the public for freezing mutton?—Eightpence per carcass for freezing, bagging, and everything. The rabbits are charged 1½d. a couple. I do not think they have ever paid when the thing is done properly, as we have been doing it. We have been very particular in having them graded and examined, both with regard to quality and soundness, and that entails employing a good many examiners, or graders, or inspectors, or whatever you like to call them. Another reason of the expense is that the trade is so uncertain and irregular. Sometimes you will get 50 crates in a day, and then in a week or two you will get 1,000 crates in a day. We cannot afford to discharge the men who examine the rabbits for quality and soundness, because we cannot find them at an hour's notice when a large quantity comes in. The consequence is the men are kept waiting until the trains come in. Sometimes they are heavily employed, and sometimes they have nothing to do. They get 1s. an hour.

1407. In the meantime cannot they work at any of the other products, such as mutton or butter?—Not as a rule; the other portions of the trade have men waiting on them, and if these men have not rabbits to deal with they are waiting for something to do, which makes the charge pretty heavy. We are trying to reduce the cost as much as possible, but that is where our expense is with rabbits, poultry, and eggs. I think when we have better sales for produce, and a considerable reduction in rent, we will even get the rabbit trade to pay. On the other hand, taking it for granted that we lose £3,000 or £4,000 a year on the export of rabbits, it must be remembered that we have had a Rabbit Extermination Act in force for fifteen or sixteen years, and tens of thousands of pounds were spent under that Act, and we were no better off. There were just as many rabbits in the country when we started exporting as when operations were commenced under that Act. If we can convert those rabbits into good food for the English public, and bring hundreds of thousands of pounds into the country, surely the country can afford to pay £1,000 or £2,000 a year, even if there is a loss.

1408. *By the Hon. the Chairman.*—Is there less expenditure on the part of the Government in destroying rabbits through the operations of the trappers?—We cannot attempt to exterminate the rabbits of Australia; but, as a proof that we are doing good, when the rabbit exporters started business under our encouragement, they were paying 2d. and 3d. a couple within 20 or 30 miles of Melbourne; now you will get no trapper to make wages within 100 miles of Melbourne. I do not expect that we will be able to make the rabbit trade successful much beyond 150 miles from Melbourne, but when we have got them under subjection up to that distance, it is quite possible that we can build portable refrigerating chambers to run where there is a line of railway, and so bring them in another 100 miles, and send them down for export. So I think we are on the right track to make use of an evil, and turn it into a blessing.

1409. Is the £6,000 all lost in the works at Flinders-street?—I am not sure, but I think that includes Mr. Sinclair's salary and expenses in London, which is a very considerable item; probably there is a genuine loss in the export of rabbits and those things to the amount of £3,000 or £4,000.

1410. *By the Hon. S. Winter Cooke.*—If you charged a little more for the rabbits would they still be sent to you?—I am satisfied that the exporters cannot afford more.

1411. How is it they are still exporting, though they are paying higher prices for the rabbits?—I think they find it very hard work to make a living, or else they must have made large profits at the beginning.

1412. At that time the Department might have charged a little more?—We were all new to the business then.

1413. *By the Hon. J. C. Campbell.*—What rent are you paying to the Corporation?—About £5,500 a year.

1414. Do you think the Government could put up works equal to those you are now occupying to cost a less rent than £5,500 a year?—I scarcely think so.

1415. Would the interest on the cost of the new works be larger than the rent you are paying now?—I do not know; there is a great deal of ornamentation on those buildings that is useless for practical purposes.

1416. *By the Hon. C. J. Ham.*—There is also the wear and tear of machinery?—Yes, and the fuel; the Corporation do everything; they find the machinery, the fuel, and everything else for that money.

1417. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Then it is not strictly rent?—No; they say they lay out £4,000 on those expenses. The rent is moderate enough if we could keep going all the year round; but in the butter trade, for instance, for the last two or three years we have actually been going for only six months in the year, though we have paid the whole year's rent.

1418. That would also apply to the Government building?—Just the same, but in that case the Government would only be dealing with their own funds, whereas the City Council have a revenue from local business. They do a large local trade with meat and fish, and such things, with the same machinery and cold air supplies. They draw a large revenue from that.

1419. Have they not taken that into account in quoting the £5,500?—They may.

1420. *By the Hon. C. J. Ham.*—On the whole, are you satisfied with the efficiency of these works?—I am. I do not think you can better them to accommodate the trade.

1421. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are they capable of being extended?—To any extent.

1422. *By the Hon. S. Winter Cooke.*—Is it a good site?—Yes, all the different branches of the trade are thoroughly satisfied with the works; they accommodate everything.

1423. *By the Hon. J. C. Campbell.*—I cannot understand how it is that the rabbit men could not handle a case of butter?—There are a good many old men there and a good many boys, and they cannot pitch a 56-lb. box of butter over their heads.

1424. *By the Hon. the Chairman.*—Sometimes you have both butter and rabbits at the same time?—We always have; there are not so many men employed on the rabbits. We have a class of men in the butter business who wait for that work for months, and if we were to take on the rabbit men and discharge them they would feel injured.

1425. What do you pay them?—We are compelled to pay them 1s. an hour. We have experts in the rabbit trade; we have work that a boy or an old man can do at a moment's notice, but the examination is done by a man who knows his profession.

1426. You think the Government has done a great deal of good by taking the business in hand and developing the trade?—It could not have been done without.

1427. You heard the evidence of the last witness—do you agree with what he said?—We have never attempted to brand butter for the mere sake of branding it, and expecting to get fancy prices for it. Our object is to examine butter for educational purposes. If a factory is turning out bad butter we go to the factory, and find out what is wrong. If we did not have that examination made we would not know where to go to cure what is wrong.

1428. When you find factory butter coming in that is not of the first quality do you send an expert to the factory?—At once. We have two of them engaged in it now. It is nonsense to say that the brand of the factory is invariably right; frequently it is not right. The best factories in the colony in hot weather will send down inferior butter.

1429. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Will not butter that has been graded, and has received the Government brand, occasionally deteriorate on the voyage home?—Sometimes.

1430. The same thing applies to the Government brand as well as to the factory brand?—Just the same, but in 90 cases out of 100 the butter we stamp as approved will come out right in London.

1431. Do they buy it by the brand in London?—As a rule, the grocers in London prefer certain factories, and if the butter from those factories is not stamped with the Government stamp, in 20 cases out of 21 they ask the agent why it is not stamped. They suspect at once that it is not up to the mark.

1432. *By the Hon. J. C. Campbell.*—All the evidence we have had from shippers here is to the opposite effect?—It is not to the interest of shippers to praise the Government brand. They buy various qualities of butter, some of it medium fair butter and some of it first-class butter. When that butter is sent to the consignees in London, and they see that a portion of the consignment is stamped and a portion unstamped, the first question they ask is—"Why is not it all stamped?" The shippers do not want any of it stamped, but we want it stamped.

1433. We have had evidence that butter that was not stamped brought a higher price than butter that was stamped?—It is quite possible.

1434. Would it not be far better not to have any stamp on the butter at all?—I do not think so.

1435. The fact of the butter not having the Government stamp is a guide to the buyer to give a less price for it?—I do not think so. I say that in 90 cases out of 100 the butter we stamp will arrive in the same condition. In the other ten cases it may happen, through a variety of causes, that the butter will not keep, and nobody can stop it; but the great bulk of the butter, if it is stamped here, arrives in good condition at the other end. It is my constant experience with the shippers in Melbourne that if I refuse to stamp a certain line of butter that is not quite up to the standard there is a row; they are all anxious to have it. A witness stated here the other day that the brand was only fit for employing experts; that man is the principal one to call us over the coals at once if we refuse to stamp the butter; that was Mr. Hope.

1436. *By the Hon. S. Winter Cooke.*—If this Bill becomes law all butter going out of the colony will have the stamp on it?—Not necessarily. We do not stamp medium butter now. There are only to be two stamps; but that does not prevent us sending butter away without a stamp.

1437. In that case the butter that you will not stamp, but which is exported, will be landed in London without the Government stamp, and will, it is alleged, spoil the market for the good butter?—Nothing of the sort. The great bulk of the butter that we do not stamp is good saleable butter, but it is not tip-top fine quality.

1438. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is there compulsion in stamping butter under the Bill?—It is arranged that there shall be two stamps under the Bill; but there is a class of butter that we do not stamp now.

1439. The Bill says that the inspector shall, prior to shipment, inspect and class each lot of butter, and shall stamp it?—I read it to mean if the butter is fit to be stamped. The present regulation is that we stamp the very superior butter—"Approved by the Department of Agriculture"; that is the tip-top butter. Then there is a class of butter between that and pastry as to which it is a matter of opinion with experts whether it should be stamped or not; it is good sound wholesome butter. Hitherto we have not been stamping it at all, other than putting "Victorian produce" on it. It has been left to the buyer to decide as to its value. Then there is pastry butter. I understand that under this Bill we are only to use two stamps—one for pastry, and the other for tip-top quality; but there is nothing to prevent the other butter going without a stamp, as it has been doing hitherto.

1440. It says all butter shipped must first of all go and be properly cooled or frozen, and then the inspector shall stamp it?—If you read the Bill in that way all the butter must be stamped in the same way—"Approved for export."

1441. *By the Hon. J. C. Campbell.*—The butter that you say is good wholesome butter might improve on the voyage, and be better than the other when it gets home?—It will not improve, but it is quite possible that it will be no worse.

1442. *By the Hon. S. Winter Cooke.*—The pastry butter is also approved for export?—Approved for pastry butter. The object in stamping that as pastry was to prevent merchants stamping "First-class factory butter" on pastry butter, which was sometimes done.

1443. Is it not a curious expression?—It is not inconsistent. We approve of sending that butter as pastry butter; it is a marketable commodity.

1444. You do not put that on the case?—We do put it on; we put on the word "pastry." You have heard the merchants condemn the brand, and I know why they do so, and it is a proof that the brand is of value. A case came under my notice a few months ago where a customer in South Africa, who has been in the habit of getting our butter locally, sent an order to a merchant in Sydney for 10 tons of butter, with the condition that it should bear our Government stamp, so they had to come to the Victorian market and buy our butter at an enhanced price—that is a proof of the value of the stamp.

*The witness withdrew.*

*Adjourned till to-morrow at Two o'clock.*

THURSDAY, 17TH NOVEMBER, 1898.

*Members present :*

The Hon. W. McCulloch, in the Chair ;

The Hon. S. Winter Cooke,  
The Hon. J. C. Campbell,  
The Hon. C. J. Ham,

The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. N. Thornley.

David Wilson, further examined.

1445. *By the Hon. the Chairman.*—We have been told by some witnesses that if the Government had not a contract with the different lines of steamers private individuals could make better arrangements for freight and other things than the Government have done—what is your opinion on that point?—There have been instances during winter months of tramps arriving in the Bay capable of taking a very large cargo, and rather than go away without being filled up they have offered freights for mutton two or three times for  $\frac{1}{2}$ d. a lb., that is  $\frac{1}{4}$ d. less than our contract with the shipping companies. The Department, being aware of this, have taken those parties who have meat to ship to the contractors, and have got them to consent in all cases, under those peculiar circumstances, to the meat being shipped by that tramp, so the shippers suffered no injury ; when those tramps are not available they have to ship by the contract boats.

1446. The contractors agreed to those men shipping by the other boats at those lower rates?—Yes. If they did not do that one class of shippers would be favoured to the extent of  $\frac{1}{4}$ d. a lb. over the others, and the contractors were liberal enough to see that no one has suffered by the reduction of freight—every one has got the fair benefit of it.

1447. Suppose this Bill becomes law, what advantage will the exporters get?—Under its provisions we can refuse to ship pastry butter coming in branded “First-class pastry” or “First-class dairy” or “Superior butter,” and hitherto we could not—we have had to ship it with a false brand—there is nothing to stop it. If a man sent in 50 cases of pastry butter, and put a brand on it “Finest factory butter,” and we knew it was only pastry butter, we could not stop him from shipping it.

1447A. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Neither can you under this Bill?—We can refuse a certificate under the Bill for that false brand.

1448. *By the Hon. the Chairman.*—That is, people shipping good butter have a certain brand, but they get inferior butter and they put another brand on it?—Yes. Some years ago we had an extensive case of that—some hundreds of cases—and it was all branded in this false style. We stopped it, but we could not prevent the man from shipping it in another boat; he did not require a certificate to ship it, but under this Bill he cannot ship it without a certificate. In clause 7 there is evidently a mistake in the intention of the Bill; the shipper does not require a certificate according to that clause, because it is an exemption, but that is evidently a mistake.

1449. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—All that you need do is to stamp it “Approved for export” or “Pastry”?—Yes, but sub-section (2) of clause 8 I think will remedy that. It says—“An inspector shall, prior to shipment, inspect and class each lot of butter, and shall stamp or mark each case, keg, box, or package with the official stamp or mark and the class of such butter.” There is no reference to a certificate there; I think it is a mistake in drafting the Bill—evidently that is not intended.

1450. The object of this Bill is simply to stop the export of inferior butter unfit for food?—Yes; that is where I think the Bill does not go far enough—we have that power already; we stop diseased food from going—we have inspectors for that purpose. What I should like to add to that would be to stop not only diseased meat, but meat not fit for export—skeletons; we cannot stop that now without the Bill.

1451. Because it is fit for food?—It may be fit for food, but it is worse than some of the diseased meat. If that were added to that clause there would be some advantage in it.

1452. Why do you say worse than diseased meat?—It looks worse—there is plenty of flukey mutton that looks first-class mutton, but those carcasses look really worse than diseased meat. Our principal effort is to raise the standard of Victorian mutton; will we ever do it by such mutton as that? They are only graziers’ sheep, they are not killing sheep at all.

1453. *By the Hon. S. Winter Cooke.*—Would that not be an arbitrary power to give any inspector?—I do not think so. If men will kill stuff that is not fit for human beings to eat comfortably, no matter how cheap they get it, you lower the character of the colony’s produce.

1454. If we have a law for produce exported, why should not we have the same law for the produce eaten by ourselves?—I would insist upon its being done locally, too. The argument of some of the exporters is, that there is a market for that rubbish in England, and, therefore, it ought to be sent, and if it is not sent it will be put on the local market; that is all nonsense. In the first place, if they are young sheep, although they are poor, any fool knows that graziers are too happy to pick them up—if they are old toothless ewes, with neither meat nor anything else on them, the best place for them is the pot.

1455. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you mean the grower would get more by putting them in the pot than by sending them home?—If they are old toothless ewes he would; if they are young sheep they can always be sold.

1456. The owner of those sheep would not send them home, knowing he would get less for them there than if he put them in the pot?—Perhaps he would not.

1457. *By the Hon. S. Winter Cooke.*—You want to manage a man’s business for him?—Some men want their business managed for them.

1458. *By the Hon. J. C. Campbell.*—Is it likely that if a man ships that class of mutton home it will pay him?—I cannot say if it pays him or not; all I can say is they do it.

1459. *By the Hon. the Chairman.*—There are cases where they have done that and have come to grief?—Yes.

1460. They get an advance from the bank for so much mutton sent home?—That is generally the result of it.

1461. *By the Hon. J. C. Campbell.*—I am very certain no one would ship that stuff home?—They do do it.

1462. They never send a second lot?—We shipped 500 or 600 lambs for a man who takes a very prominent position in Melbourne in agricultural societies and otherwise, that were not fit to be sold locally. After we got them in the chambers we did not know what to do with them, and we were obliged to ship them, because otherwise he would do it himself.

1463. Young sheep are worth more to the grazier than to ship?—Lambs are.

1464. Young sheep are worth more here than shipped home?—That is my argument. Therefore, I say, why kill them? I hope the Committee will take a note of clause 7, about the certificate, and clause 11, about rejecting sheep or lambs on account of disease. If you add on account of condition as well you will give us some power to sustain the character of the colony.

1465. *By the Hon. S. Winter Cooke.*—As the Bill is framed a certificate has to be given for butter. You object to the proposed amendment?—No. This is an exemption from the certificate.

1466. The Bill reads—"No produce other than live stock shall be shipped unless a certificate is given." Then butter is included?—This is an exemption inspection. Produce other than live stock is not to get a certificate. It is the opinion of a lawyer that it is a mistake.

1467. *By the Hon. Lieut.-Col. F. T. Sargood.*—The clause says live stock only is exempted?—That is a lawyer's opinion.

1468. Do you consider the present arrangement sufficient?—With these shortcomings I cannot call them sufficient. I have mentioned several of the imperfections of the present system. I have mentioned how we lost the trade in honey. We have no remedy; but are obliged to ship inferior beef, mutton, and lambs. There is nothing to stop them shipping that stuff in the same boats with our good stuff. So with these defects I cannot say our system is sufficient. Otherwise no doubt we have got on well with the trade; but there are a lot of conflicting interests in a trade of this sort. That is the only thing the witnesses are unanimous on, that the present system suits.

1469. Has there been any demand for the special legislation contemplated by this Bill?—We have had disputes on the matter of the owner of goods shipping in spite of us.

1470. Has there been any demand from the shippers for any special legislation?—I am not aware that there has.

1471. This emanates from your Department in your anxiety to promote and improve the export?—That is it.

1472. Is the accommodation at the Corporation works satisfactory?—We could do with a little more accommodation just now.

1473. As far as it goes is it satisfactory?—Yes.

1474. The machinery is perfect?—Yes; we have the only works that can freeze rabbits in the city or suburbs.

1475. *By the Hon. J. C. Campbell.*—That is within the metropolitan area?—Yes.

1476. They do it in Portland?—Yes; I am speaking of the city and suburbs.

1477. *By the Hon. the Chairman.*—It would not do to send all the rabbits to Portland to be frozen?—No.

1478. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Would there be any difficulty in extending the accommodation you have there?—None at all. The City Council has often said that whenever we want more accommodation they will build it.

1479. Have you reported in favour of an extension of the present accommodation?—No. We got an addition voluntarily two years ago that has served our purpose up to now, but the first good season I expect we shall have to increase.

1480. When this Department was started, was not the object to freeze sheep for the Victorian farmers?—Yes, that was my original intention. The reason of that was that frequently the butter seasons ran only half the year, and the rent was going on for the twelve months; the City Council would not let the works for the half-year—my idea was there was only one place where sheep and meat of all sorts could be slaughtered and frozen. The charge for mutton at that time was prohibitive to small farmers; at any rate, I thought it a very good scheme to take in farmers' mutton and sheep, and create a competition, and do it at cost price. That we have carried out, but after the first one or two results to those farmers they found it was better to sell the sheep in the yards, and the trade has drifted into the hands of the exporters, who execute the orders from home; even then I consider we create a competition in the yard for those sheep by having more buyers—by that means the producers are able to get a better price, and the small men are able to come in and make a living.

1481. Have you frozen many Victorian sheep?—The first year or two we froze a good many Victorian lambs and sheep; but the trade has gradually drifted through the farmers preferring to sell their stock in the yard.

1482. Have you frozen many sheep or lambs of Victorian produce?—A good many the first year or two, but not lately.

1483. *By the Hon. the Chairman.*—Has the drought anything to do with that?—That has something to do with it, no doubt, but the trade has altered entirely since we started.

1484. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—As a whole, have you frozen a considerable number of Victorian products?—We have frozen Victorian products, but I cannot give the number.

1485. *By the Hon. the Chairman.*—You are freezing them at the present time?—Yes.

1486. The season has a good deal to do with so few Victorian stock being frozen?—No doubt.

1487. We have scarcely sufficient for our own market?—No.

1488. The Riverina stock has not to pay duty when it is exported?—No.

1489. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do any of your officers grade the carcasses according to their quality?—We have a veterinary inspector under the Board of Health who is paid by the Department. When the sheep come down he inspects them, and when the sheep are brought to us we examine them for bone taint and quality.

1490. Do you grade them?—You cannot call it grading them, we examine them. If they are very poor we point out the folly of shipping such stuff, but we have no power to reject them.

1491. The question has been asked as to the advisability of continuing the plan of slaughtering at the abattoirs, and bringing sheep, with an interval of eight or ten hours, to the freezing works; is that advisable?—No doubt Mr. Campbell's view is perfectly sound, that the sheep are better if killed where the

freezing works are, but our experience is that the present system has worked all right. On hot nights we warn them not to kill, and, as a rule, they take our advice. We have had very few losses, but I quite agree that the proper way is to kill where the freezing chambers are.

1492. *By the Hon. the Chairman.*—You would not be allowed to kill them nearer than the present abattoirs?—No, that is the difficulty with the present chambers. On the other hand, if we go to Newport and attempt to do the trade for Western Australia and South Africa, the stuff has to be carted up the river to the boats. If an order for Western Australia is received at Newport they are obliged to send the stuff to us in the city to get it frozen at the ship's side, so the position of our chambers is as good as can be selected.

1493. *By the Hon. J. C. Campbell.*—Are not African ships that take the meat loaded at the railway pier?—Not all. Dalgety and Co. often bring a boat up the river.

1494. All the White Star line leave the Railway Pier at Port Melbourne?—They may.

1495. They are the principal ships that take the South African meat?—Yes.

1496. *By the Hon. the Chairman.*—In that case freezing works at Port Melbourne would be more convenient?—No, the *Thermopylae* was up the river the last time she was here; all the Western boats you have to load in the river. If the stuff is at Newport they cannot do it in hot weather.

1497. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—That is one of the advantages the New Zealand works have, they can kill close to the works?—Yes, and they have so many ports of shipment.

1498. What notice do you have to give?—Seven days previous to the vessel leaving Sydney.

1499. Do you find that sufficient?—Yes, it is not very long.

1500. *By the Hon. the Chairman.*—When you want extra vessels you have to give extra notice?—We have to give 21 days' notice; they are bound to give us seventeen boats with a capacity of not less than 60,000 cubic feet of space each per annum. Their duty, according to the contracts, is to let us know that they have a vessel of that capacity; we then drum up our shippers, and see what they want, and inform the agents of the quantity applied for seven days before the vessel leaves Sydney. When the vessel comes along here we expect to have that space available; if the seventeen boats are not sufficient, we give them 21 days' notice, and they do their best to provide outside boats.

1501. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you allow the butter shippers to make their own freight arrangements?—They send in their quantities to the shipping companies, and the shipping companies divide the space. It is very seldom there is a boat to take all the applications, because there is so much dodgery going on. If it is a small boat and a man has 10 tons of butter he will apply for space for 20 tons, thinking he is going to get his full quantity, so it requires great care to divide it. This is where the Department, which has no interest to serve but the public, sees that the ship divides the space *pro rata*. If this were in the hands of the shipper in town it is natural to suppose that if he gets the bulk of the space he will farm it out to his constituents first and the others will have to go without; not only that, but he will increase the rates. That is only human nature; but with us there is none of that dodgery carried on.

1502. *By the Hon. the Chairman.*—Do you divide the space among them?—*Pro rata*.

1503. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You do not allow the butter shippers to make their own arrangements?—They tell the shipping companies what they want, but the companies will not take their orders except from our chambers.

1504. Do you make any difference with the meat?—No. As a rule the shippers who have the stuff in our chambers go to the contracting vessel, except when a tramp comes in which will do it for less, and we then assist them to get the lower freight, so that no one is injured.

1505. *By the Hon. the Chairman.*—A man can get an outside ship if he likes?—Yes, but he must have the consent of the contracting companies, and they have never refused that consent yet.

1506. At present do you ask for space for sheep frozen outside?—They are supposed to come into our stores waiting for shipment, therefore they pass through our hands.

1507. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you know the conditions of the lease of the Newport works?—I do not. I have heard the rent is £400 a year.

1508. Are you aware that under the lease they are bound to make provision for dairy produce?—I have heard of it, but if there is such a clause it was a very foolish bargain. We have had three years' experience of Newport, and the butter from the country stations would sometimes stand at the Spencer-street station a whole day in the hot weather. A block would take place, and we were hunting for that butter for a whole day. That happened frequently, to the injury of the butter.

1509. Does it never happen now?—No, the train comes straight into the Spencer-street yard, and is run by the engine into our works.

1510. Would there be any difficulty in running in the same way to Newport?—I think there would—we had three years' experience, and could not work it.

1511. At the present time, even without a good season, would there be sufficient accommodation to do all the work?—I have not seen the new arrangements, but it is the getting the stuff down in the hot weather in time that is the difficulty.

1512. Although they are compelled to make provision for it you do not send any stuff there?—No, I think it would be madness to do it.

1513. Do you know the capabilities of the Newport works?—No; they have just been fitted up afresh. I knew the old accommodation, and it was a downright failure there with rabbits. They came in in dribbles all day from the different trains; sometimes two crates would come in and sometimes 50, and before you could get a train and an engine fitted up at Spencer-street to run them down to Newport the rabbits would be gone, or if you carted them down by lorry they would be gone. After you got them there the rejects would have to come back to Melbourne to be sold, and the carriage of those that were already half gone before would complete their spoiling, and they would be useless. The present situation of the works we are now using is just about as good as can be got except for killing.

1514. Are the works better situated than they would be at Port Melbourne or Williamstown?—I think so, or anywhere else.

1515. *By the Hon. S. Winter Cooke.*—Why do you object to Port Melbourne?—There would be the same trouble there as at Newport.

1516. Have you made any estimate of the number of inspectors that will be required if this Bill is passed?—No more inspectors would be wanted if you give us power to reject skeletons.

1517. You are speaking of the works here, but under this Bill other works would have to have an inspector; Newport, Geelong, Warrnambool, Portland, Hamilton, and Euroa would all come under this Bill?—If they go no harder on frozen mutton than they have been going, an inspector going down when they got a flock of sheep would be all that would be wanted.

1518. It is not only sheep, there are rabbits also?—They cannot compete with the city works in rabbits.

1519. This Bill will prevent the exportation of meat which has not been inspected; every place, therefore, that preserves meat or freezes it will have to have an inspector?—We have sent down an inspector to those places for rabbits before; I do not think we will want many more inspectors.

1520. How can you have an efficient inspection unless you have an inspector at each place when rabbits are either to be tinned or frozen?—I think the inspector in the city would do all that has to be done.

1521. Suppose they were tinning rabbits at Hamilton and at Euroa at the same time, the same inspector could not possibly inspect both?—I am speaking of the city—he could do all the increased work in Melbourne.

1522. This Bill goes beyond the Melbourne works—can you say how many additional inspectors will be wanted?—Probably there would have to be a man appointed for Port Fairy, Portland, and Warrnambool—he could do those three places easily enough.

1523. How could he do all of them if they were all working at the same time?—It is very seldom they kill at the same time.

1524. *By the Hon. N. Thornley.*—What would be the additional cost of sending butter down to Newport?—I do not know; but it is not a question of cost exactly, it is a question of delaying perishable goods that want to be rushed into a cool place in hot weather.

1525. Your main objection is that there is an unnecessary risk of delay?—That is it. A truck of butter comes down on a hot-wind day, and we save the goods by rushing it into the chamber. If it is delayed at Spencer-street the goods are injured—1s. or 2s. per cwt. on butter is a mere nothing per lb.—it is securing the quality of the goods in the hot weather that is the trouble.

1526. *By the Hon. the Chairman.*—And the regular shipment?—Yes.

1527. *By the Hon. C. J. Ham.*—You attach an engine to the trucks, and run them right from Spencer-street to your works?—Yes.

1528. *By the Hon. J. C. Campbell.*—The Fresh Food people freeze a lot of goods for the home market?—Not for the home market. I think anything that is shipped home is shipped through us.

1529. You stated that it was when the tramps came in here that the freight was lowered on the contract steamers so as to come down to the same price that the tramps would take. Are you aware that the price for mutton all the year round is  $\frac{1}{2}$ d. per lb. with one or two shippers?—Not now.

1530. Are you aware that it has been actually shipped at less than a  $\frac{1}{2}$ d. per lb.?—It may have been; but though a man might get freight for that price, it must not be forgotten that we have assisted our shippers to get the same price; the contracting companies assisted us in that way. I believe if it were not for the present contract they would charge 1d. per lb. for butter now, and would get it. I think the best bargain the Agricultural Department has made since its existence is the contract with the shipping companies.

1531. What is the cost of receiving, transferring, and bagging mutton?—About 6 $\frac{1}{4}$ d. per carcass.

1532. Does that include wrappers?—Everything.

1533. *By the Hon. C. J. Ham.*—Does that include the rent of the stores?—Yes, for six months. Taking this last month's imports, I think there were about 3,000 carcasses for the month. In September we received 8,252 carcasses at 8d. per carcass; that is £275 1s. 4d.; wages paid to men for receiving, bagging, storing, and loading, £31 13s.; cost of wrappers, £76 10s.; rent of chambers for month, £104 2s.; total expenditure, £212 5s. 9d., or nearly 6 $\frac{1}{4}$ d. per carcass.

1534. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—That is on the assumption that your works are utilized all the year round?—That is per month.

1535. You have to pay rent whether you utilize the works or not?—Yes.

1536. And you have to keep the staff?—Not all the staff; we do not keep the labouring men.

1537. As a matter of fact, your works are not fully occupied?—Not in these dry seasons.

1538. Then is it fair to say that is the cost?—Under these exceptional circumstances it is not, but in an ordinary season I think it is fair to calculate it on that basis.

1539. Are you sure in an ordinary season of keeping the works in full swing at all times?—I think so.

1540. Have you ever done so right through the year?—Nearly so, I think.

1541. In reckoning the cost you would have to debit an unknown quantity when the works are empty; it is not fair to say that is the average cost if in one month you are absolutely idle?—I do not know how to get at it in any other way. We do not know when the sheep will fall off coming in, you do not know what quantity will come in; the only way is to arrive at the sum when you get a full supply.

1542. *By the Hon. the Chairman.*—No doubt if there were good seasons you would be fully occupied?—Yes, the same with butter. Some people say the mutton is too dear, and some say it is too cheap; some say butter is too dear, and others that it is too cheap. We have shipped between 12,000 and 13,000 tons of butter in a year, and it went down to less than 8,000 tons last year. If you take an output of 9,000 tons in a season like this, which I expect we will do this year, at 2d. a case, it gives us an expenditure of £2,450 and an income of £3,000, so there cannot be much loss.

1543. Where does the loss come in?—In the rabbits, poultry, eggs, milk, and all those things; they are in the experimental stages yet, and I think the good that they do the country and the money they bring in is well worth the money they cost.

1544. As a practical man, what is your opinion if we had had good seasons for the last three or four years, instead of bad ones, as to the quantity of butter we would have shipped?—In the last good season I prophesied getting 20,000 tons of butter at least for the next season. The dairy trade will always fluctuate with farmers; as the wheat rises or falls, so they will go to dairying or leave it off. Give them 5s. a bushel for wheat, and they will curtail dairying; give them 1s. 6d. a bushel, and they will go in for dairying. That is my experience.

*The witness withdrew.*

Samuel James Perry, examined.

1545. *By the Hon. the Chairman.*—What are you?—I represent W. Dennis and Sons, Covent-garden, London.

1546. Your firm are large dealers in fruit?—They are.

1547. Have you read this Bill?—Yes, more particularly as it relates to fruit.

1548. Are you in favour of the general provisions of the Bill?—Yes, with the exception of clause 11, as to the settlement of disputes. I am not in favour of that, because the inspector has the option of appointing an arbitrator within six hours after the shipper lodges a protest against the inspector's decision regarding the fruit. During these six hours the steamer that was to have taken the fruit may have departed, or may have stopped receiving cargo, and in that case the owner of the fruit would have to pay dead freight through no fault of his. Perhaps the inspector was in the wrong in rejecting the fruit, but nevertheless, owing to his having the option of appointing an arbitrator within six hours, the shipper has no redress.

1549. Do you think the time should be shortened?—I think the matter should be settled on the spot. There are a number of fruit experts always on the spot, and the growers themselves are there.

1550. Supposing you were not satisfied, and you entered a protest, it would take a little time to appoint an arbitrator?—I think an hour would be plenty of time. If the last lot of fruit is being examined there is a chance of its being shut out through no fault of the shipper, and the shipper has then to pay dead freight.

1551. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—How would you get over the difficulty?—That affects the whole Bill. As far as fruit is concerned we have our own experts to supervise shipment, on account of our having to advance to the growers freight and cash against shipment, so we naturally protect ourselves as much as possible.

1552. You think you are able to look after your own interests?—Certainly; at the same time we would like Government supervision, providing it does not affect the question of freight; in fact, we prefer all the supervision we can get. It strengthens our hands. We do not like shutting out constituents' fruit on our own responsibility; but, if there is Government supervision, we could say—"The inspector has prohibited this fruit from being exported."

1553. *By the Hon. the Chairman.*—Does the Bill go far enough in regard to the quality of fruit?—Quite far enough. I understand that the inspector can only reject fruit that is unsound or diseased, and I think that is quite far enough.

1554. There is no objection to sending small apples home?—In some instances small apples carry better than large ones.

1555. There are also windfalls and shrivelled apples?—If they send windfalls home an inspector will deal with that; we take care that the fruit is fairly good, otherwise we do not make advances.

1556. How long have you been exporting fruit?—Four years. Last year I visited the Continental and English markets to find out how the fruit trade is worked.

1557. Have you been under Government supervision all that time?—Ever since its inception.

1558. Have you had any experience of the fruit trade outside of the colonies?—Yes, in the East, and in London.

1559. You are of opinion that inspection is good for the trade?—It is, but it is bad for the grower in the matter of freight.

1560. Is there any advantage in the Government brand, or is it necessary?—The Government brand is a guarantee to the London buyers that the fruit has been properly shipped at Melbourne and passed by an expert; beyond that it is worth nothing.

1561. You think the people in London think there is something in the brand?—Not necessarily, but they know that the fruit has been passed by a Government expert, and they know therefore that at the time of shipment the fruit was in good order and condition.

1562. You approve of having a Government brand?—Decidedly, apart from the fact that by having a Government brand the shippers are able to obtain the bonus—without it they cannot obtain the bonus.

1563. *By the Hon. N. Thornley.*—What is the bonus?—The maximum is 1s. per case.

1564. *By the Hon. C. J. Ham.*—I suppose as long as the fruit is sound, London is a big enough market to take all kinds of quality?—There would be a difference in the price—you would not get as much for the small fruit as for the large.

1565. Still there is a market?—There is a market for small fruit, but you would not get anything like the value for it; there is no objection to shipping a 2¼-in. apple instead of a 2½-in. apple, especially in certain varieties. Our only objection to inspectors' power to stop fruit is the question of freight, and that is a very important matter to several of the small growers. There is no sentiment about the shipping people; you have to engage the freight months beforehand, and they say—"If the fruit is not shipped we will claim dead freight." If you engage to send 1,000 cases they have to be shipped or you must pay the freight.

1566. *By the Hon. J. C. Campbell.*—The arrangement for freight is not made through the Government?—No.

1567. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—What would happen when fruit was rejected?—The growers would have to pay the freight; but to my knowledge no fruit has hitherto been rejected—the fruit has been of such a uniform good quality that we have not had to reject any.

1568. Then why is that provision bad for the growers?—It would be if any of the fruit were shut out by the inspector.

1569. If the time is made one hour instead of six, would that meet the case?—In some instances it would; but perhaps 100 cases have to go down to the steamer at the last moment, and the inspector objects to 50 of these cases going, because the fruit is diseased, and according to our expert the fruit is not diseased, and we object. While the inspector is fixing up with his arbitrator the steamer may sail.

1570. Do you mean that you do not want supervision at all?—No, we prefer supervision; but I think the matter ought to be settled on the spot.

1571. By whom?—By the inspector; he has a number of people about him who are experts, and he could say to some bystander—"Will you arbitrate on this matter?" and we could have the question settled right away.

1572. Would that be practicable?—I think so; more so than having to wait six hours after the fruit has been condemned.

1573. Take a case where 100 cases are sent down at the last moment; if the inspector says—"50 of these cases are not fit for export," there are persons there and then ready and able to arbitrate on the point?—There are persons able, but you cannot compel them to arbitrate.

1574. How are you to get them to arbitrate?—If they do not care to do it you cannot compel them.

1575. *By the Hon. the Chairman.*—Have you fruit coming in from the country at the last moment, and sent right on to the ship?—The fruit generally arrives the day before.

1576. Then it would be examined the day before?—Not necessarily; you cannot control the railway arrangements in any way; we are in the hands of the railways.

1577. You think if the time were made one hour instead of six it would be better?—Yes.

1578. *By the Hon. S. Winter Cooke.*—Have you letters from home asking that the fruit shall have Government inspection?—No.

1579. You have exported fruit without Government inspection?—Yes, it has been submitted to the Government inspector for examination, but rejected through being below the standard size. We exported it because we knew the fruit would have just as good a chance of securing a market as the other.

1580. Did you have good returns from it?—Just as good as from the fruit passed by the inspector.

1581. *By the Hon. C. J. Ham.*—That shows the valuelessness of limiting the size of the fruit?—Yes, but that is a question for the growers here to decide. I believe one or two deputations have waited on the Minister for Agriculture regarding the size; but the Department will not reduce it. In one way we are not sorry, because if the size were reduced to  $2\frac{1}{4}$  inches the growers might feel inclined to ship still smaller fruit. At present this question only affects the payment of the bonus.

1582. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—If the inspector had power to stop a shipment because the fruit was too small it would injure the local product?—Very seriously; but he has not the power.

1583. The only test is whether it is fit or unfit for human food?—That is a very good test.

1584. *By the Hon. S. Winter Cooke.*—Do you find the fruit badly packed and different sizes in the same cases?—No; as a rule it is fairly well graded.

*The witness withdrew.*

John F. Graham, examined.

1585. *By the Hon. the Chairman.*—What are you?—Stock buyer for export for the National Mortgage Company of Melbourne.

1586. *By Mr. John Cooke (through the Hon. the Chairman).*—Were you sent to the Gladstone Meat Works in Queensland last year to supervise the killing and freezing of a large quantity of sheep?—Yes, I was sent up there about twelve months ago last August, to supervise the killing of about 20,000 sheep.

1587. *By the Hon. the Chairman.*—Who sent you there?—Mr. John Cooke. I was sent there to look after his interests in the killing of those sheep. When I went up there there had been about 1,500 sheep treated out of the lot that had come in. They were simply passing everything through into the chamber. They were under Government supervision, and there was a Government meat expert standing over them. I went with instructions from Mr. Cooke to be very careful with the grading of the sheep; to allow nothing to go in under 45 lbs., but when I went in there were sheep going in 30 lbs., 36 lbs., and up to 40 lbs. If those sheep had been prime they would have weighed about 55 lbs., and the Government stamp was being put on them. I rejected about 50 per cent. of those sheep, and after I rejected them the Government officer passed them, and most of them were exported home.

1588. Were they sound?—They were sound, but in very poor condition.

1589. They insisted upon sending them home?—They sent them home. They were only fit for boiling down, but the owners themselves sent them home.

1590. They were thin sheep?—Yes, very poor. I do not suppose you would get 3 lbs. of fat out of them if you boiled them down.

1591. You do not believe in sending home those thin sheep?—No, I do not think they are suitable for any market.

1592. They should be good, sound, well-conditioned sheep?—Yes, I think it is to the advantage of every private enterprise to see that the sheep are good.

1593. What would you do with those poor sheep?—You would have to boil them down, or you might turn them out till they got better. They are not fit for export.

1594. Would you have a clause in the Bill prohibiting light low-conditioned mutton from being sent home?—Yes, I think the owners who are shipping home should not allow that class of meat to go home. It is to their interest to keep it back, and to try and keep up a certain standard, so as to keep up the price of their meat in London.

1595. Do you think sending such sheep home has done anything to reduce the value of Australian mutton as compared with New Zealand mutton?—Yes, I think so.

1596. You think they should be prohibited from sending such sheep home?—Yes.

1597. You would send no sheep home unless they were in good condition and fit for the butcher's shop?—You want good fat sheep.

1598. *By Mr. John Cooke (through the Hon. the Chairman).*—You have had some experience in New Zealand?—I was eleven years in the meat trade there.

1599. They are very careful there?—Yes, as to the grading and selection of the meat.

1600. That is done entirely by the freezing companies?—The companies provide the graders themselves, but there is Government supervision as to diseased meat; beyond that they do not interfere.

1601. *By the Hon. the Chairman.*—Would any sheep be sent home from New Zealand such as those you described at Gladstone?—No, I never saw such sheep sent home from New Zealand—they are all good sheep—they have a certain standard that they work from.

1602. That is the reason they have such a splendid reputation?—Yes; it is the companies themselves who have made the reputation for New Zealand by sending first-class sheep home.

1603. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Inferior stuff went home from Queensland, notwithstanding the fact of there being a Government inspector?—Yes, I rejected 50 per cent.

*The witness withdrew.*

John Clayton, examined.

1604. *By the Hon. the Chairman.*—What are you?—Town Clerk of Melbourne. There are two or three clauses in the Bill as to which, in the interests of the citizens, the Council desire to put their views before the Committee. The first is clause 3, the interpretation clause—"Cool store means a cool store established by the Governor in Council or any building declared to be a cool store by the Governor in Council." That practically leaves the absolute control of all storage business in the hands of the Minister for the time being, and after a large amount of money had been spent on works they could be rendered utterly useless if the Minister did not approve of them.

1605. You do not think any Minister would take such a responsibility as to close up your works?—He would not need to do so; he could do what has been suggested by the present Minister, namely, put up stores of his own, and having approved of those it is manifest he would not allow another store alongside in opposition.

1606. He could not close your stores?—Yes, because no products could go home through our stores except the stores had been approved by the Governor in Council. I would strongly say that there is no necessity to retain the words in the clause. The Minister of to-day actually did propose to Parliament to spend Government money in putting up stores to do the work which our stores are now doing.

1607. That would not close your stores or prevent your stores from competing with the Government stores?—I have yet to see that any Minister would approve of stores that would do the work more to the convenience of the constituents than his own. That objection also refers to clause 5. The next point is in clause 12, which provides for regulations being made for the registration and inspection of meat works. That, I take it, means abattoirs, and the same difficulty applies there, only it is somewhat intensified, because under the existing legislation the City Council abattoirs are under the closest possible supervision now, but under the proposed Meat Supervision Bill they will require to be under still stricter supervision, and the control of an independent body. This clause also provides for the registration by a third independent body.

1608. Do you think the Government would be likely to have two inspections; if the Inspector for Health had already inspected the works they would not send another inspector, the two officers would work together?—They do not at present. Dr. Brown, I think, acts for the Agricultural Department; I do not think he acts for the Board of Health. I do not object to inspection; I object to registration. Not for one instant do the City Council object to any inspection the Government may think proper.

1609. Why do you object to registration?—Having dealt with the abattoirs ourselves as the local authority, and the Board of Health as the Government sanitary authority having also dealt with them, we should have to go to the Agricultural Department and get a third approval for export purposes.

1610. Would you wish to have the abattoirs exempted?—If registration is considered necessary I would certainly urge exemption, as far as abattoirs conducted by the municipal authorities are concerned. Those are the two points we object to.

1611. *By the Hon. N. Thornley.*—We have had a good deal of evidence about the profit that the Corporation make out of this business; one of the witnesses said the premises should be let at a lower rent?—I suppose they want the Corporation to do what the Government is doing—run it at a loss.

1612. They say that the loss made by the Government is owing to the fact that the Corporation is getting too much rent; what is the profit made by the Corporation, allowing for interest on the works and working expenses?—Nil.

1613. What is the interest allowed on the capital?—Four per cent. We have expended on cool storage from £130,000 to £140,000, that is on the cool storage and the plant and the works used exclusively for the storage business. We have spent on the whole block £230,000; but that includes the Fish-market and some warehouses in front.

1614. If the rent is put to the credit side of the ledger there is no profit; how much do you get from the tenants in the same building?—We have no other tenants, but we have some chambers in which we provide storage for the local trade. I cannot give the figures without reference to the books. It costs us nearly £5,000 a year to run the engines.

1615. That is all in your charge?—We supply the Government with the chamber filled with cold air.

1616. That was in your mind when you said the profit was nil?—Yes, we get a certain rental from the Government and a certain sum from private storage, but against that we have to debit ourselves with the cost of running and the interest on capital. We ought also to debit ourselves with the depreciation of the plant; if you take the depreciation at 2½ per cent., which I think is below what we ought to take, it will be seen that the alleged profit is purely an imaginary one.

1617. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—The interest on the building at £125,000 would be £5,000?—Yes.

1618. Running the machinery costs you £5,000 a year?—Yes.

1619. What rental do you get?—Taking the figures as they would stand on paper the rental would be £8,500 a year, plus the amount we get from private storage.

1620. Upon those figures the profit is nil?—Yes.

1621. *By the Hon. the Chairman.*—You are getting just about interest and the cost of running the plant?—That is so, without any allowance for depreciation.

1622. If a company or the Government were putting up stores simply for freezing purposes they would not spend so much money on beautifying?—The beautifying is not on the part that I have allowed for storage—some one else pays for that. The beauty is included in the warehouses on the Flinders-street frontage for which we get a separate rental, and there is the fish market. It is because of those two rentals that we come out right on the property on the whole.

1623. We were told you could put up a similar building for about £35,000?—I think that has never been supported.

1624. *By the Hon. N. Thornley.*—The only disadvantage of that site over any other site is the bad foundations?—Yes.

1625. Naturally you do not want the Government to put up opposition stores?—No, we do not.

*The witness withdrew.*

David Martin, examined.

1626. *By the Hon. the Chairman.*—What are you?—Secretary for Agriculture.

1627. Will you state what gave rise to the introduction of this Bill?—In August, 1895, a telegram from London appeared in the *Argus*:—"In the House of Commons to-day Dr. J. A. Rentoul, Conservative Member for East Down, asked Mr. W. H. Long, the President of the Board of Agriculture, whether he had been informed that there was not a proper inspection in Australia of the cattle killed there and exported as frozen meat, and also whether the Department of Agriculture had taken any steps to improve the system of inspection." The matter was considered of such importance by the Minister of Agriculture that a cable message was sent to the Agent-General to make known that—"All meat bearing the Government brand is subject to strict inspection before being killed and after." The Agent-General replied that that was very good so far as it went; he conferred with the Agent-General for New South Wales, urging uniform law in the Australian colonies, who had telegraphed to his Government and was waiting for replies. It was further intimated that our meat was known as Australian, not as Victorian, and for that reason uniform action was necessary. The Government communicated with the other colonies asking if they were in favour of a uniform law, as it was most important that the Australian colonies should all have the same law and practice with regard to the matter, because frozen meat is not known in London by the name of the particular colony, but simply as Australian; the whole of the colonies replied favorably. Queensland, as you are aware, has an Act now in operation; New South Wales was favorable, and the Premier of New Zealand wrote—"In reply, I have to say that this matter has been before my Government on several occasions lately, and it is intended to introduce a measure during next session of Parliament dealing with the question"; that was in 1895.

1628. Was there any communication from South Australia?—Yes; the Premier replied—"We believe that the system we adopt is similar to that practised in Victoria, and we will be happy to co-operate in the direction suggested."

1629. *By the Hon. S. Winter Cooke.*—That was all with regard to meat?—Meat was the question raised in the House of Commons.

1630. Did your letter refer to other produce than meat?—No; it had all arisen out of the question on the frozen-meat trade.

1631. *By the Hon. the Chairman.*—Can you give us any information as to the experience of other countries in inspecting and branding produce?—I notice it has been stated that the only countries that have succeeded have been where there is no inspection. I will read a short extract from two reports from the Secretary of Agriculture in the United States. In it he says—"The absence of inspection on this side provoked an argument on the part of the representatives of foreign Governments, to which we were really not prepared to reply." That was because at the time they had no Act to deal with it. Further on, he says—"In my report of last year I urged the great desirability of a national inspection of cattle at the time of slaughter, and also an inspection of meats, which would enable this Department to guarantee that the animal products from this country were untainted by disease, and which would reveal at once the presence of any diseases affecting our meat-producing animals. The call for such inspection was not because of any unusual prevalence of disease, since the animals of the United States are probably at present more exempt from such influences than those of any other nation, but because of the unfounded statements of disease which have been made." In a later report he says—"There should be Government inspection of all animals intended for human food and of all meat products prepared for consumption in the United States and abroad. The protection of the health of its citizens is an unquestioned function of government. But when the assurance of such protection is given by a Government certificate it enhances the value of that product. Therefore the Government certificate of inspection declaring any meat or other food wholesome and edible enhances its value over that which is not certificated. It is generally admitted that the market price of inspected meats runs from one-eighth of a cent. to one cent. per pound higher than that of meat of apparently the same quality which has not been inspected and certificated. This proves the value in public estimation of governmental supervision and inspection." I notice it is stated in the *Age* of to-day that the authorities in Sydney have received a communication in which it is stated—"All the American wheat imported at London and on the Continent was shipped with the American Board of Trade certificate of grading attached to the bill of lading; and it was almost unknown for a parcel of wheat to be rejected on the score of not conforming to the certified grade." I mention that to show the importance the American people attach to the facts of grading and certificates.

1632. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have they passed an Act since then?—Yes, an Act is in force. In a report I have from Mr. Sinclair, our representative in London, dated February, 1898, he states—"Re inspection and branding of meat by Government.—During my recent visit to Germany, when returning from Australia, I observed that all carcasses of mutton, or hogs, or quarters of beef exposed for sale in markets or butchers' shops bore a small stamp on the flesh in several places." He goes on to show that in those countries all the meat must be branded.

1633. *By the Hon. S. Winter Cooke.*—That is for local consumption?—For all consumption. Last year the New Zealand Government sent Mr. Gilruth, a member of the Royal College of Veterinary Surgeons, to Europe to inquire into the meat trade. In his report he states—"That certain quantities of frozen meat are sold as English there is no doubt, but I incline to the opinion that it is mostly retailed in a small way, and when sold in large shops it is to the purchasers of small quantities at a time. But of one fact there is no doubt, namely, that whenever frozen meat from any country is sold as such it is always designated 'New Zealand frozen meat,' whatever may be its source. This indicates not only the desirability of a special mark being placed on all meat exported from this colony, but also implies that when this system of marking (combined with that of satisfactory grading) does come into force the utmost care must be taken that nothing is done whereby its good name may suffer. It is not generally known that all United States dead meat imported into the English market has a label affixed to each quarter by a Government inspector before shipment, stating that the meat has been examined and is sound. This must be solely because it pays, for no one has accused the American of gratuitous philanthropy in trade." It was stated that the Argentine Republic had developed their trade without Government assistance, and this gentleman says—"At the present time the Argentine Republic has a Government agent in Smithfield, whose sole business it is to bring before the buyers, and push generally, the Argentine frozen mutton." In dealing with the trade in Germany, he says—"In Germany I had not the same opportunities for ascertaining the

chances for frozen meat, but while conversing with Herr Kuhnau, the veterinary director of the Hamburg abattoirs, the subject of foreign meat cropped up. I asked him why it was that the people of Hamburg preferred to buy the flesh of horses imported alive from England in preference to good Australasian frozen beef and mutton? He replied laconically that it was because they were sure, at all events, of the horse flesh killed there being sound. Further inquiry elicited from him the statement that the first shipment of Australasian meat was eagerly bought, in some cases even more than the ordinary price being paid. But a careful examination of the second shipment, which he had himself made, disclosed the fact that three per 1,000 carcasses of beef were affected with tuberculosis, and that when this was published the trade was at an end." He also says—"The following incident shows how alive many of the people of Sydney are to the necessity for proper inspection: A butcher of Jewish birth opened a shop in Sydney, and purported to sell only *kosher* meat—that is, meat examined and stamped by the rabbi. As a result, his business increased by leaps and bounds, and I myself have seen dozens of people waiting to be served with portions of the profusely blue-stamped meat to be seen hanging in the beautifully clean shop. I was assured by a resident of Sydney that this butcher's success was due solely to the fact that the public believed the meat to be thoroughly examined, and consequently free from disease. Such is the virtue possessed by a stamp."

1634. We have been told that the Government go into competition with other freezing companies?—There were none in existence when we started. So far from going into competition or trying to injure their trade in any way, we have done everything we can to facilitate them when making the present contract for the carriage of produce. We have a clause inserted that vessels should call at Portland and Geelong when sufficient quantity offered, a reasonable quantity; that was put in purely in their interests. I have noticed it stated, and they appear to believe, that we want to wipe them out altogether; on the contrary, one of the objects in framing the Bill was to facilitate the business of those private companies, so that they might in time take over the whole of it; and therefore they were to be registered freezing works, the only condition being that there must be inspection.

1635. Your idea is that the Government want to get the works properly established, not to carry it on for all time?—That is all. We have only been carrying it on to a certain point; probably the time will come when the Government will have no stores at all.

1636. If the Bill is passed, will it have any effect in checking private enterprise?—None whatever. I feel satisfied the Department will always consider the interests of the country, and do everything it can to facilitate business. Take, for instance, the question of the rabbit graders. We did not force the graders upon the companies; they asked for them, and we went out of our way to accommodate them. In all our actions we have tried to assist private enterprise, instead of checking it.

1637. We have been told our brand has no value?—If it had no value they would not ask for it. Here you have two cases in illustration of it, where the Portland works and the Warrnambool Company each asked for a grader. We did not force it upon them at all. We did not interfere with their business in any way.

1638. *By the Hon. N. Thornley.*—Who pays for the grader?—The company. The only condition was that if they did not have a grader who would be under our control we would not give them the stamp. They evidently thought the stamp was of some value or they would not have paid for the grader.

1639. They are not compelled to grade?—No.

1640. *By the Hon. the Chairman.*—Have people sending meat home from here applied for the stamp?—Yes.

1641. Mr. Cooke said the stamp was of no value?—That is very strange. These are all applications from Mr. Cooke for certificates—[*producing some papers*].

1642. *By the Hon. J. C. Campbell.*—Where were those to be shipped to?—To London. The recent ones he has applied for have been Durban, Cape Town, Port Natal, and one or two other places.

1643. *By the Hon. the Chairman.*—He must think the certificates are of some value?—The last one we issued to him was the 9th August of this year, for Port Natal; but other shippers are willing to take advantage of the brand. John Hotson did it to a very large extent. He was Mr. Cooke's predecessor.

1644. Did the Fresh Food Company ask to have the brand put on?—Yes.

1645. *By the Hon. J. C. Campbell.*—Did they ship to London?—No, to Western Australia. They asked for the stamp because they considered it was of value.

1646. *By the Hon. the Chairman.*—What quantity of mutton is inspected by your Department?—From 1895 to the present we have inspected 440,746 carcasses; 8,707 were rejected. They were not all rejected on account of disease. There were only 231 that were really diseased; the others were rejected on account of bruises and being inferior in quality. We did not prevent their being shipped, but we refused to stamp them.

1647. You think the certificate is valuable for freezing purposes?—I do. It ought to be of great value, especially to people in a small way of trade, because I have been reliably informed that they can use them for obtaining advances. A large firm might not want them, because they have their own trading capital, and would not require an advance.

1648. Have you had any complaints from London of Australian mutton?—Yes. Here are extracts from two reports; one is the 7th of October and the other the 14th of October of this year. They are from the Colonial Consignment and Distributing Company Limited, one of the largest firms dealing with meat and other produce. Referring to the *Ophir*, which brought 17,496 carcasses, they state:—"On Saturday a quantity of meat, not damaged, but impoverished and poverty-stricken, was deemed by the market authorities unfit for food, and condemned by them. As seizures of this class of meat have been rather frequent of late, it is desirable that greater care in selection be exercised by shippers to prevent a recurrence of loss. They themselves may be certain that the meat is healthy; but to others, inexperienced in the direful effects of an Australian drought, extreme emaciation seems impossible except as a result of disease, and hence the sale of this meat is not allowed, a consequence in the interests of the trade not to be regretted, as such meat going into consumption must bring discredit on the country of production. Yet, while the sale of this meat is interdicted, 'Bobby Calves,' that in America and other countries are legislated against as unfit for food, are openly and freely sold." On the 14th of October, on the subject of Australian mutton, they say:—"Woolloomooloo has arrived with 8,237 carcasses. The indifferent quality and condition of much of the meat marketed have given great dissatisfaction to customers, and driven many on to the fresher more meaty Plate mutton."

1649. *By the Hon. J. C. Campbell.*—Have you any idea where that meat came from?—The vessels that I have mentioned call only at Sydney, Melbourne, and Adelaide—Adelaide has been shipping nothing but lambs.

1650. You do not know whether that was Victorian or not?—No. I quote those as illustrations that the meat from Sydney and Melbourne cannot be all that is said.

1651. *By the Hon. S. Winter Cooke.*—I understand from that that meat in an impoverished condition is condemned in London as unfit for human food?—Yes.

1652. This Bill gives a certain interpretation of disease; do you think the interpretation of disease—“and also means any defect or inferiority in the condition of any product that renders it unfit for the food of man”—is that very lean mutton could be rejected under that?—No.

1653. Therefore, lean mutton might be exported, and on arrival in London be condemned?—Yes. For that reason, I think, we ought to go a little further than is proposed in the Bill.

1654. *By the Hon. C. J. Ham.*—Would not the fact of sending this impoverished mutton home, and its being destroyed, be a good lesson not to send that class of mutton home?—That is the reason I read it.

1655. *By the Hon. the Chairman.*—What is the effect of publishing that in London?—They will say—“We will not touch Australian mutton; it is poor and diseased.”

1656. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have you been home lately?—No.

1657. You gain your knowledge of the London market from trade circulars?—I am in touch with most of the big dealers at home in one way and another.

1658. *By the Hon. J. C. Campbell.*—All the witnesses on the meat question say that they have never been asked for the Government brand at home, and that they do not consider it of the slightest value in the disposal of the meat in London?—If they thought it of no value, why did they take it?

1659. Are not a great number of sheep that go from here without the brand?—They are now; but I feel satisfied that when it is known generally through the trade at home that none of our stock is exported without Government supervision it will increase the value of it. In the extract I read from the American report that is shown; they are so satisfied that it is of value that the people are willing to pay for it.

1660. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—It is only recently that there has been inspection in New Zealand?—There is no compulsory inspection of meat in New Zealand; there is of butter. There is a veterinary inspection for health, but not in any other respect.

1661. They have built up the trade there without Government inspection?—Yes.

1662. Is there any reason why we should not do the same?—One of their own officials says it is advisable they should have the Government brand, so that other people cannot be claiming their name; even now they consider it would be advisable to have Government inspection.

1663. Have the companies asked for it?—I do not know. In the letter I read from the Government they recognise the advantage of it.

1664. *By the Hon. S. Winter Cooke.*—I have read of some Canterbury (New Zealand) sheep being sold as English Canterbury sheep?—Yes, very probably, because they think the English meat is the best.

1665. *By the Hon. J. C. Campbell.*—Have you heard of Australian mutton being sold as English mutton?—No.

1666. *By the Hon. S. Winter Cooke.*—Are you in a position to give the exact cost of the work done by the freezing works?—Yes. In the balance-sheet of 1897–8 the receipts were £9,465 13s. 7d., expenditure £14,865 12s. 1d. That includes all our London expenses and the agency there, and £5,500 rent.

1667. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—That really is for running the machinery?—We do not run the machinery; we rent the buildings.

1668. That supplies also the staff and the engines and everything else?—Yes, the full equipment. The deficiency is £5,399. It should be borne in mind that there is a good deal of experiment in connexion with our work.

1669. *By the Hon. C. J. Ham.*—What are the details of the receipts; does it include the storage?—Yes. Receipts—To charges collected from exporters for preparing produce for shipment:—Rabbits and hares, £5,781 2s. 10d.; mutton and lamb, £1,298 18s. 7d.; poultry, £47 1s. 9d.; eggs, £13 6s. 8d.; pork, £2 13s. 4d.; beef, £15 11s. 8d.; sundries, £6 4s. 8d.—£7,164 19s. 6d.; butter, £2,300 14s. 1d.—total, £9,465 13s. 7d. Expenditure—By general expenses:—Rent of cool stores, £5,500; stencils, stamps, ink, &c., £16 9s. 6d.; rent of telephone, £12 15s.; nails, tools, &c., £23 18s. 9d.; hand-trucks, trollies, &c., £29 18s. 11d.; expenses in connexion with experimental shipment of fruit, £9 7s. 9d.; removal of rubbish, £13 15s.; dust-bins, £8; sundries, £13 4s. 1d.; London expenses, including salary, rent, and other expenses in connexion with Mr. J. M. Sinclair's appointment in London, £1,108 15s.—£6,736 4s. Butter—Labour, £755 10s. 11d.; agency, £348 11s. 3d.; sundries, £39 19s.—£1,144 1s. 2d. Meat, rabbits, poultry, and eggs—Labour, £2,061 5s. 7d.; sundries, £24 17s. 6d.; agency, £241 10s. 1d.; sheep wraps, £312 6s. 7d.; rabbit and poultry crates, £4,331 3s.; parchment paper, £6 13s. 4d.; use of railway engine, £4 5s.; egg-fillers, £3 6s. 8d.—£6,985 7s. 9d.—total, £14,865 12s. 11d.; showing a deficiency of £5,399 19s. 4d.

1670. If it were not for the irregular manner the stock has been coming in—if you had had a good season—that loss would be much less?—Yes; it must be borne in mind we have to pay the same expenses whether we have a good season or a bad one.

1671. *By the Hon. S. Winter Cooke.*—Is it fair to charge Mr. Sinclair's salary against the freezing stores?—The Premier thinks so; he argues if it were any other trading firm they would have to pay the expenses of their London representative.

1672. Have you formed any idea what the cost of the inspection would be?—I do not think it would be any more than it is at present. Take, for instance, where we have a stock inspector who has a knowledge of diseases in stock; we would utilize his services without any great charge to the company.

1673. Surely his inspection could not be efficient; take two or three places in the western district carrying on work at the same time?—You would have to increase the staff if you had that. The probability is we may increase our staff for other purposes.

1674. Your proposition is for the different companies to pay for the inspector?—Where we can utilize the services of our staff I would not charge them, but if we have to appoint a man to attend

to them specially and do nothing else, I think it is only fair the company should pay. If a large company requires a man to be constantly on the premises, his services are employed purely in the interests of that company, and they should pay; but where we have an officer, and we can utilize his services without injustice to his other duties, I would do so the same as was done in Geelong.

1675. Taking the tinning of rabbits?—We have never dealt with that.

1676. Under this Bill you will?—Yes. In that case a man would have to follow the method right through.

1677. For the inspection to be at all efficient, there would have to be a resident inspector at all those rabbit factories?—For the time being. They are not always at work. I think they have all closed down as regards rabbits for the present.

1678. *By the Hon. J. C. Campbell.*—Do you know if all sheep that are killed are now inspected by the Board of Health?—No, they are not. Dr. Brown only inspects where he is asked. We have no power to enforce the inspection at present.

1679. *By the Hon. C. J. Ham.*—A statement has been circulated by the Minister of Agriculture for the information of Members of Parliament—it says the cool stores receive a large amount of money from other people amounting to something like £1,500; does your account give credit for that money?—The statement in question is a reply to one published by the Minister of Agriculture, I believe.

1680. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is it a fact that £1,500 has been received?—Probably so.

*The witness withdrew.*

*Adjourned to Tuesday next, at Two o'clock.*

TUESDAY, 22ND NOVEMBER, 1898.

*Members present:*

The Hon. W. McCULLOCH, in the Chair;

The Hon. J. C. Campbell,  
The Hon. S. Winter Cooke,  
The Hon. E. J. Croke,

The Hon. Lieut.-Col. Sir F. T. Sargood,  
The Hon. G. Simmie,  
The Hon. N. Thornley.

Anthony B. Robinson, examined.

1681. *By the Hon. the Chairman.*—You have read the Bill?—I have.

1682. You approve of it generally?—I approve of it so far as a measure to promote what is wanted, but I go further; I think we should have the New Zealand Bill, which is much better, more drastic in its clauses, and brings about what we want.

1683. Have you been in New Zealand lately?—Yes; and gone carefully through the Government system there, and seen the system as it is carried out. I have heard the opinions of both the producers and the shippers, and I have also found out where the opposition came in. A gentleman did me the honour to wait on me in Christchurch and explain to me that the opposition came from the dealers and mixers there. Those are the only people I have found opposed in any way to the Government supervision. But in Dunedin the largest company there, the Tiara Company, not only absolutely approve of the supervision, but are glad to have it. Several of the large farmers in Oamaru and Timaru told me—"In the first instance we were prejudiced against this Bill, because our town agents told us it would ruin the trade. Our experience is exactly the opposite. Instead of ruining the trade it has improved it. We send in a better class of butter, we get a better price, and the business is carried on in a way which suggests itself to every farmer so that he ought to support it."

1684. You are speaking of butter alone?—Yes; I will come to meat presently.

1685. Do you know if there has been any improvement in the quality and, of course, the value of butter since the Bill came into force?—The best evidence of that is in the buying market, and not in the selling market. In the annual circular distributed by the largest butter buyers in London, you will find a statement of the quality of every shipment from the colonies, and in that circular it says:—"A most marked improvement is to be found in this shipment from New Zealand," indicating what the Government supervision and Government instruction had done to improve the butter of that colony. The great drawback to that butter, as everybody knows who knows anything about New Zealand, was the flavour. It was flavoured by the various weeds, or the Swedes or pasturage eaten by the cows, and now they have got rid of that wholly. The Government take care that whatever goes through the stores to be sent home shall only be of proper flavour.

1686. In what way does the New Zealand Bill differ from ours?—I have brought up with me a specimen of what is put in every box of butter that is examined—[*producing a printed paper*]. The butter is sent down to the cool stores; the grader comes down at a fixed time, and he examines a certain number of boxes in each churning. Each box, I should say, has to be marked by the factory with the date of the churning. When I was down at the Lyttleton stores, I said—"I would like you to open that box, and that box, for me," and they were opened. In the course of the Government inspection, in the box that is opened, between the prepared paper which the butter is packed in and the top of the box, one of these papers which I now produce is inserted. On the box itself is marked the grading of the butter, and the buyer has only to look at the grading, and he can tell exactly what it is. Of course, some people say the grading stands in the way of the trade, and never ought to be done, and they speak of Government interference with trade—it is rather amusing the way they talk. I had this report sent to me yesterday, published by the New Zealand Government, and it has this emphatic answer to that sort of thing. We know that we have been getting butter here and in New South Wales during the last two seasons from New Zealand, owing to the drought, and Mr. Ritchie, the Secretary for Agriculture in New Zealand, says—"At present produce for the United Kingdom only has been dealt with; but for the two past seasons Australian buyers have been asking that produce shipped there should bear the Government grade-mark." That is a near market, and we know in England they know the Government mark, and any business man, if he will look at it fairly, ought to bear out the value of it. A

man buys "Battleaxe" brandy, and he buys it on the trade-mark; a man buys Horrocks' linen, and he buys it on the trade-mark. The Government brand is, in fact, a guarantee of quality. As to its being objected to, it is a fact that America and the United States (a country that once did the largest butter business with the United Kingdom, and lately has done nothing) has adopted this system, which shows that they know what they are about. The Secretary of Agriculture of the United States, some two years ago, in delivering an address on the subject of dairy produce, stated that at one time, giving the figures, the United States sent to Great Britain two-thirds of the butter she imported, but the time came when people sent any trash they called American butter into the Liverpool market until it became absolutely unsaleable. He showed how the exports had fallen off to the United Kingdom, and then he read a letter from a large dealer, who said—"It is no good offering American butter; the name has been destroyed. If you tell a man, 'This is magnificent butter,' he says, 'I do not care twopence; it is American butter, and it is unsaleable.'" They have adopted the system now of careful examination and inspection—I do not know about grading—of dairy produce and, with regard to meat, they have gone a great deal further. No single carcass, no single beast, no single portion of a beast, is allowed to leave the United States as an export to Europe unless it bears a tag, which is a guarantee not only that the meat is in proper condition, but that the beast was in proper condition when slaughtered. That is the state of things in the United States, owing to the altered state of the market.

1687. Going back to New Zealand, I understand there is no inspection of meat there?—The present Bill provides for that. At present there is none, but, from a conversation which I had with the manager of the largest meat factory in the Southern Island, the Middle Island, the Islington works, I learnt that they contemplate having it. That gentleman told me he considered it was an uncommonly good thing, and said—"I will give you the illustration which I gave to my directors this morning. You go into Smithfield market, and you see on the line 200 or 300 or 400 carcasses of New Zealand mutton. The buying butchers come in, and they walk up and down, and if there are two or three carcasses which are slightly off the point, they come out and say—'You will have to take a farthing off those, they are off.' My directors have found it was a good thing." Speaking of their own meat, the Eclipse brand, he said—"It is always graded carefully, and they will not take a carcass not up to first class." At other works I was shown the same thing, and one of the largest breeders in the South Island showed me some sheep, and said—"Look here; they have been turned out by our men, I do not know what is wrong with them," showing that they only put up what has been carefully graded and branded. With regard to our Australian meat, all you have to do is to take up a report of a year or two ago, and you will see "the arrivals of frozen mutton from Australia are again of a most discouraging character, consisting of half-starved old ewes." It traces such and such a shipment and says—"This is too bad" (I am quoting the words of the circular) "for even the Whitechapel hawkers."

1688. Do you think that sending home inferior mutton depreciates the value of other mutton?—Decidedly. Why does New Zealand mutton always command a better price? It is because of the quality. Some people say they send cross-breds and half-breds from there, and it suits the market better, but Mr. Gair told me they get just as good a price for their merinoes as for the others, because they are selected.

1689. The idea is that New Zealand gets a better price, and yet there is no Government supervision?—They are all in favour of it now. They do so much supervision themselves that it has not been absolutely necessary, but they are willing to have it now.

1690. Are you aware that there is not the same supervision here among the companies?—If there is, what is the result? The result of their supervision is that they have sent on to the London market carcasses absolutely unsaleable to the poorest class of buyers. You have only to look at the reports to see that.

1691. I know about them, but we are told by some witnesses that there is a market for all lines, and that the good mutton will not be injured, for it will always command a good price?—That is a nice way of putting it, but everybody knows if you do not keep up your standard from top to bottom you depreciate values all along the line.

1692. I think so myself?—There is no doubt about it. Any man in trade knows it, and, if he does not, I do not think much of his qualifications.

1693. Do you know anything about rabbits; I see in the London market they do not get the same price for the New Zealand rabbits as for the Australian?—They are not so good as ours, as a rule, and the New Zealand people have been unfortunate in the matter of packing. I had a letter by the last mail, and I said—"I will send down and tell them how we make it a success." It is that the Government have adopted a system of packing after the experiences of two or three years ago; and what New Zealand is suffering from now, as I wrote to them to-day, is what we suffered from years ago, namely, the packing.

1694. The New Zealand rabbits are poorer than ours?—Some are poorer, but the average of what I saw there were pretty good.

1695. So far as the Bill goes, you think it a good thing?—Not only is it a good thing, but it might go further and assist the colony. As to the contract for carriage; if that were done by what is called freedom of carriage it would soon be a triumph of a monopoly, and the pick of the butter trade would be in the hands of a few who could do it. We all know there is a limited amount of space. Take the present time, the cold chamber space available for all shippers is hardly equal to the demand. Very well; that is in a fair season; but take a good season; what would it be then? Suppose you and I went into the market, and said—"We will take up the whole of the cold chamber space in advance," which you can easily do; the companies will let it to you. The companies say—"The first man who comes to us we will let it to." We take that space, and a butterman comes in and wants to send 30 tons. We say—"We want 1½d. per lb." Then he says—"I will not ship; I will sell in the open market." Then there is a surplus of butter on the local market. There are only two buyers, that is the exporter and the man who has the freight. We will buy the butter, but our price is 4d. per lb., and we will make a profit not only out of the freight, but out of the butter, too. We should have the whole control of the market. Where does the small farmer come in, the man with 20 or 30 boxes? He is nowhere. The big people in town will get the freight; they will collar it in advance; but the Government, by taking the contract, is a buffer between the monopolist and the small producer. If you want to kill the trade let the monopolist come in and take it; he will put the price of butter down and the price of freight up.

1696. You know something of shipping?—I do.

1697. We have been told that it was a mistake the Government entering into a contract with the shipping companies?—It is the best thing the Government did to have a concession of freight. At the time that that contract was brought about, all the companies were saying—"Our price is so much, and we cannot make a concession." Mr. Withers and Mr. Marshall came to my office, and said—"We cannot make a farthing of concession." But the other companies came in, and, when they came in and tendered, then the P. and O. and the Orient companies came in and said—"We can make a concession."

1698. *By the Hon. G. Simmie.*—They were charging 2d. per lb. up to then?—They were charging 2½d. at one time. You recollect when they first started the freezing works at Maribyrnong.

1699. And they could not get space?—They had to give it up because they could not get space.

1700. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—When was the Bill that you referred to passed in New Zealand?—It is dated 5th November of this year. There is another Bill besides this. This Bill is entitled *The Dairy Industry Act 1898*, and repeals the Act of 1894 of the same title.

1701. This Bill then has not been in operation, practically?—No, but still under the 1894 Act all this is brought in. This only came to me yesterday.

1702. Whatever good has been derived by the industry must have been under the 1894 Act then?—Yes. The principles of this present Bill are the same. The second portion of this Bill, which includes the Dairy Industry Act of 1894, deals with Government advances to dairy companies.

1703. I see by the 1894 Act the Government appoint inspectors to inspect the dairies, farms, cowsheds, and so on; that would be in accordance with the provisions of our Health Act?—Yes. That is also under the Health Act of 1876, but it is never carried out here.

1704. It is in accordance with the Act?—No.

1705. Not the inspection of cowsheds?—No.

1706. Are you speaking of your own knowledge when you say that?—I am speaking from my own knowledge. I have made a lot of inquiries, and I know it is done at times, but in a very perfunctory manner.

1707. Have you not seen cases of fines being inflicted?—Now and then. I have been in dairies myself where cows were milked, and the state of the place was perfectly shameful.

1708. This Bill provides that each creamery or factory shall have a stamp, and further goes on, and says—"There shall be grading, 1st, 2nd, and 3rd"?—Yes.

1709. The other Bill has not come into operation yet?—The provisions of this Act simply add the advances. You will find the whole of the grading is provided for.

1710. Have you had experience in the old country?—No.

1711. Then the information you have obtained is purely from correspondence?—I keep myself in touch with home; I have a letter every week, and I think I have studied the matter as closely as any man in Victoria.

1712. Personally, you have no experience of the operation of the brands in the home market?—I am not a farmer, I only go by what people tell me, and I do not see why they should go out of their way to tell me an untruth.

1713. The majority of the evidence that we have had is to the effect that the brand is no good at home—is that a fact?—Who are the people who gave it; people who do not want the brands?

1714. That is not answering my question?—You see the New Zealand Act is a good one. It provides that every factory and creamery shall be registered, and have a registered name.

1715. With regard to the export of frozen meat—that business was started originally by New Zealand?—No; it was started here.

1716. On a small scale only. Have they ever had inspection of meat in New Zealand?—I could not say. All I know is that both those gentlemen, who know something about it—and I suppose Mr. Greer knows something about it—tell me they have not the slightest objection to it.

1717. That is not an answer to me. I want to know if New Zealand has had inspection by the Government?—I do not think they have.

1718. Has the trade increased with them?—I think so.

1719. Without inspection?—Yes, because they have been so careful themselves; you cannot insure that here.

1720. *By the Hon. the Chairman.*—That is not the case here?—They send away all sorts.

1721. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You stated that at home the buyers buy from the brand?—That is what they tell me; that they are quite satisfied with the brand. I take the ordinary course of business. If you buy Keen's mustard you buy on the brand; the same with "Battleaxe" brandy, and so on.

1722. Is it your information that the buyers of butter at home depend solely on the Government brand?—No, any more than a housewife if she takes up a piece of Horrocks' linen depends solely on the brand.

1723. Then the buyer samples the butter?—I suppose so.

1724. And buys on the quality, then?—He looks at one box and says—"That is branded by the Government; that is all right." Here it is the first thing; they want it stamped. We are speaking of here.

1725. I want to know what actual experience you have?—I am not a butterman.

1726. Your evidence differs from the evidence we have already had?—I was reading from the Sixth Report of the Department of Agriculture, 1898, in New Zealand, from the opening remarks of Mr. John D. Ritchie, and I do not suppose he would put that statement into print, knowing that it would claim attention, unless he had documentary evidence to prove what he said. I know Mr. Ritchie very well.

1727. So do I?—Then you know he is not the man to make that statement which I read, if untrue.

1728. I understood you to say that the buyers at home bought, practically, from the Government brand?—No; I say the Government brand is a guarantee of quality.

1729. A guarantee of quality as it left New Zealand?—Yes.

1730. May the quality not alter on the voyage home; deterioration may take place, may it not?—We have some figures about that, and the amount so affected is infinitesimal.

1731. *By the Hon. the Chairman.*—That deterioration may be caused by some defect in the machinery?—Yes; you cannot tell what it is. Even chemists who have analyzed the thing say there may be something that takes place in the transit when the butter is in a frozen state, some action of the acids.

1732. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Are there not some well-known Victorian butters that sell well at home on the brands?—Yes.

1733. Then you do not want the Government brand for that?—Yes you do.

1734. Notwithstanding that the brand is well known. You quote the case of a man buying Colman's mustard on the brand; that is not a Government brand?—It is a registered trade-mark; that makes it a Government brand, to a certain extent.

1735. No, no; keep to the point. You say that a trade-mark, because registered, is a Government brand?—I say it is a Government brand to a certain extent.

1736. Does it in any way imply that the Government guarantee the quality?—I do not say it does; but take "Colman's mustard," and it does.

1737. Then how can you say that the Government brand guarantees quality?—I do not follow you.

1738. You say the Government brand is of assistance to the buyer, because it shows the butter was inspected on this side, and in advance of that assertion you put in the case of Colman's mustard?—With Colman's mustard every year samples are taken by the Government inspector at Somerset House, and they are inspected as to quality.

1739. In the same way that samples of coffee may be taken here?—Yes.

1740. Does the Government in New Zealand contract for freight?—No; they are about to do it at the request of the people concerned most. The great drawback to the butter trade (so all the farmers and shippers there to whom I spoke tell me) is this: They say—"We are not like you in Victoria; you have a splendid weekly service to take away your butter, arranged by the Government. We have to wait our chance." Now they are bringing in a measure to get a contract to take the butter home regularly.

1741. They have a regular line of ships there, in fact, two lines?—Then you ought to know the space they have. Those boats are not fitted with butter chambers to take any extent of butter.

1742. I know that; but I am speaking of the meat trade?—That is taken by the tramps. I have seen five tramps on the coast at one time.

1743. The Government have no contract for freight, and, notwithstanding that, the meat trade has largely developed without Government freight?—Yes, and it has ruined the men who were in it. What did the Nelsons lose?

1744. *By the Hon. S. Winter Cooke.*—You said you had no personal experience in this business?—No; I am a journalist.

1745. Then in what capacity do you appear here?—As a witness, to give evidence.

1746. On what grounds?—That I visited New Zealand, and was asked to make inquiries.

1747. Then your evidence is of no more value than that of any other intelligent traveller?—I suppose not.

1748. I mean that you do not come here as an expert?—I have looked into the trade perhaps more than any other man in Victoria.

1749. *By the Hon. the Chairman.*—You are the commercial editor of the *Age* and the *Leader*?—Yes, and I gave the butter trade my attention before the butter was ever put into the frozen chambers, when it was such a failure.

1750. *By the Hon. J. C. Campbell.*—You state that the producers in New Zealand asked for Government supervision and this new Bill of theirs?—I do not say they have asked for it; I say they desired it.

1751. Can you tell me the name of any dairyman or factory in Victoria, or the name of any Association in Victoria, which has asked for the Bill now before the Committee?—No, but I should say that every man who knew his rights would go for it. I dare say if I went round I should find a lot in favour of it; but I have no time to look after those things.

1752. As a journalist and the editor of a commercial paper, you ought to be in a position to say whether the producers are in favour of the Bill?—I know they are, because we have had letters to say so.

1753. Can you tell the name of the Association, or who the people are who have written those letters?—The butter producers.

1754. You have made the remark that you believe grading to be a good thing for the producers of butter?—Yes.

1755. Are you aware that of butter going home from here in a steamer one portion got the Government brand and another portion was refused the brand, and yet, in England, the butter which was refused the brand fetched a higher price than that which was branded?—I have heard so many novels in my time—

1756. There is no novel in this?—I should like to see the sale note.

1757. We have had the evidence of producers to that effect. Are you not aware that butter going home from here with the Government brand on it, with a very good aroma, a nice colour, and perhaps a nutty flavour, might not perhaps arrive in London in the same condition?—We have also statements about that, but the percentage of deterioration on the voyage is infinitesimal.

1758. We have had several cases of that sort, have we not?—According to the figures supplied to me, there have been very few cases of that.

1759. You say that the Government brand is a guarantee of quality when the butter arrives in London?—Decidedly.

1760. Do you know of any cases in London where the buyers have asked for it?—I know the names of houses who have said so, their circulars say so.

1761. We have had evidence that the Government brand is of no value?—You have a contradiction of that from Mr. Sinclair, in London.

1762. Mr. Sinclair, perhaps, wants to hold a good situation at home?—He would not make a statement of that kind unless it were true, and the fact that it is adopted by other Governments, in common sense, would suggest to me that in the selling market the Government brand has weight, and, if it were not so, it would not be adopted by other countries.

1763. If you were a buyer in London and had a lot of butter before you, would you not test the butter, whether it had the Government brand or not. I am putting it to you as a commercial editor?—I should test everything before I accepted it, even your religion.

1764. Religion is not in the Bill; so we may leave it out of the question. You were speaking of the rabbits in New Zealand being poorer than ours, are you not aware that they are heavier than ours?—I only spoke of what they fetch at home.

1765. They are heavier, I know, than the rabbits here?—I am glad to hear it.

1766. With regard to the freight arrangements, you say it is a grand thing that our Government did what they did in the matter?—The best thing that could have been done.

1767. Are you aware that both butter and meat have been shipped by private individuals at less freight than under the Government contract?—Yes. The people came to me at the time and told me of it. I dare say I heard of it before you did, because the men came to me and told me, and I know the reason of it.

1768. *By the Hon. the Chairman.*—You may as well tell us the reason of that cheap freight?—It was this, that the boats wanted to fill up; it was a bad butter year, and a bad meat year. They had got the chambers there, and they had to fill them up, and they were taking stuff at filling-up price. On the Lund's line and on the mail boats they took meat at  $\frac{1}{2}$ d. per lb.

1769. *By the Hon. J. C. Campbell.*—Are you aware there is one shipper of meat who gave evidence here that during all last season he only paid  $\frac{1}{2}$ d. per lb. for his freight on meat, while the Government charge was  $\frac{3}{4}$ d., so it was not a filling-up concern there?—They were all filling up last year; they did not have the ordinary filling up.

1770. You say that Mr. Withers and Mr. Marshall came to consult you?—They came to tell me about what they were doing.

1771. Were you acting for the Government at the time?—No, it was simply that I was writing on the subject at the time. We were not acting for the Government on the subject, but I am pretty well known in the small place called Melbourne.

1772. *By the Hon. S. Winter Cooke.*—The Government entered into a contract with two lines of steamers, not the P. and O., and not the Orient, and several butter factories entered into negotiations with the P. and O. and the Orient to freeze their butter on board and carry it home?—I heard it was done.

1773. I know as a fact that it was done. That shows that a certain number of factories did not see the necessity for the Government brand, does it not?—They all adopt it.

1774. It shows that certain butter factories were willing to send their butter home without the Government brand?—You are speaking of what I have no knowledge of, so I cannot make a statement one way or the other. I could not have a knowledge of that.

1775. *By the Hon. the Chairman.*—Speaking of grading having no value in London, do you know anything about the wheat trade in America. We are told that the wheat is graded in America; that brands are of no value; and that the wheat is sold by numbers?—Yes, and sold on the certificate of the elevator which shows the grade. They do not look at the wheat.

1776. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Is that a Government certificate?—No.

1777. Would they accept a company's certificate?—It is a trade business; it is the same as you accept what the Chamber of Commerce says is a fair sample of quality. The wheat is done in the same way; that has always been done in the shipment. A proposal came out the other day to the Government of New South Wales to ask if they could grade their wheat; but we cannot grade our wheat, because the system of elevators is so different from the way we handle it.

1778. *By the Hon. the Chairman.*—You said there was no vessel able to take away frozen produce just now except the Government contract boats?—People cannot get freight at the present moment. It is with the greatest difficulty that the boats can meet the weekly demand for butter space alone.

1779. *By the Hon. J. C. Campbell.*—Touching the wheat business, do you know anything about the wheat trade in London?—Yes, I do.

1780. Did you ever know anything about the contracts there?—I can show them to you; I have the forms. The last was passed by the Millers' Association last year.

1781. Did you ever see any French or Black Sea contracts?—They are all given in what I have.

1782. Are you aware that in the Black Sea contracts you sell a cargo of wheat, and it is not by any grade or mark that could be put on it of inspection on leaving Brazil or any of those ports, but that this wheat shall weigh so many pounds to the bushel. There is no grading there?—Yes, that is so; you could not grade their wheat; but the Americans have adopted the best and quickest system.

*The witness withdrew.*

Reginald Argyle, examined.

1783. *By the Hon. the Chairman.*—What are you?—A dairyman. I am a member of the Dairymen's Association. I was president for some three years. I am a member of the council now, and am chairman of directors of the Kyneton Butter Factory.

1784. You have seen the Bill?—Yes.

1785. Have you seen the amendments proposed to be put in the Bill?—I have, as we left them in the hands of Mr. Taverner.

1786. Were you at the meeting of the Association with Mr. Taverner?—Yes.

1787. Did you agree, with the other members of your Association, to the amendments?—Yes, with the exception of one portion; that is as regards the cool stores, clause 5. We think that is not quite definite enough. It leaves too much power in the hands of the Minister for the time being. We do not doubt but that the Minister would do the best he could for the producers, but we felt there might be a danger in that. Of course, the Minister's interpretation of that was that every cool store in a factory should be declared a cool store, but that is not in the amendment. That question was asked of Mr. Taverner, as to whether that was what was meant and he said "Yes"; that is that every factory having a refrigerating chamber could claim to have it proclaimed a cool store.

1788. Was Mr. Martin present at that interview?—I think so.

1789. How do you read that clause?—The objection is that the Minister may refuse, under this Bill, to proclaim a refrigerating chamber a cool store, or he may establish them anywhere he chooses, and that may increase our cost of production. We want to reduce the cost of freezing and shipping. The competition is so keen at the other end that we feel we must make any saving we can at this end.

1790. You say that you fear the Government might put up cool stores and then not license the present cool stores at Flinders-street?—They might.

1791. Do you think any Ministry would dare to do such a thing as that?—I do not know what a Ministry might do.

1792. I am afraid the farmers would be down on a Minister who would do such a thing?—We are a long-suffering race, you know. We are afraid if the Government built cool stores the cost of production would be increased to us. We had it from Mr. Taverner that the chambers do not pay now, and we believe it is not the butter that does not pay, but the rabbits.

1793. The rabbit men say it is the butter that does not pay?—The butter requires less handling than the rabbits. When the rabbits were introduced the cost of freezing was raised to the butter producers, when they were put off the market in any quantity.

1794. They put up the rates of meat, too?—There is one point I would like to refer to. In the last witness's evidence he referred to the New Zealand Bill. At the time this Bill was brought forward our secretary wrote to a Mr. McEwan, the then dairy expert for the Government of New Zealand, and the reply he got was this:—"We prefer educational to coercive measures." That was about three years ago, when the first Bill was first introduced here; the New Zealand Bill was then in force.

1795. The only objection you have to the Bill is clause 5; you think it should be qualified?—I do. I think the Bill will not do any harm with that clause amended; that is, of course, with the amendment that Mr. Taverner accepted from us.

1796. How would you have the 5th clause amended?—I think that in the case of any factory having a freezing chamber it should be proclaimed a cool store. If we can freeze the butter and run it down direct to the ship's side it would save us money.

1797. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You would not object, in that case, to the inspection?—We do not object to the inspection.

1798. *By the Hon. N. Thornley.*—In the report of the deputation, I see Mr. Anderson, the president of the Association, asked—"What does clause 5 mean?" and Mr. Taverner, I presume, says in reply—"That is for dealing with Geelong, Portland, and other places. Take Portland, for instance, we have a man there who is paid by the company, but nominated by Mr. Wilson; we want power to do this in any portion of the colony, then the Act will apply there." Then Mr. Anderson, I suppose, says—"It is difficult to see what it will lead to; doubtless it will be a big thing. If Victoria federates, which, doubtless, it will some time or other, they would require to run their own stores." It would appear then that Mr. Taverner says, according to this report—"They run their own stores now; we only want to see what they are sending away, that is all. We want power to proclaim it a cool chamber under the Act. The clause is intended to help you in every possible way. It will have the effect of expediting matters"?—My note is to this effect:—"The Minister explains that nothing in this section shall prevent producers choosing any cool stores they may wish." We wish that our own cool chambers shall be proclaimed.

1799. Then you said something about a fear of the Government building stores in Melbourne, that would add to the present cost of dealing with butter. I have read in the papers that you, as representing the dairying industry, visited Williamstown and Port Melbourne. What was the feeling as to the Government putting up cool stores there?—There was no feeling expressed. It was an informal visit. The Williamstown Council invited the members of the Dairymen's Association down. We did not visit Port Melbourne; we passed it, and a spot was pointed out to us.

1800. Having seen the two sites, in your opinion are they suitable. At the present the goods come to Flinders-street. If they were sent to Port Melbourne, say, would it be any more costly to you?—I think it would be. It might not be if the Railway Department knocked off the 5s. a ton which we pay now from Flinders-street to the ship.

1801. Do you want to get cool stores at either of those two places; has there been any feeling expressed by your Association that you want cool stores at either of those two places, Williamstown or Port Melbourne?—I do not remember any expression of feeling.

1802. You are satisfied with the present freezing chambers?—Yes.

1803. *By the Hon. the Chairman.*—I understood you to say if there were a store at either of the places mentioned, if it were cheaper, you would have no objection?—Our object is to save, and this is the only way, to save on the freezing and inspection.

1804. *By the Hon. N. Thornley.*—Put it on other grounds. The railway facilities any way in Flinders-street are very great; there is a very few minutes delay after arrival before the stuff is put in the store. Could such facilities be afforded in the other places?—They could be at Port Melbourne.

1805. Could they run a train every few minutes to suit you?—The northern trains could run off at the loop line and not come into Flinders-street at all.

1806. Is there a necessity for cool stores at either of those places?—I do not know; we have never complained about Flinders-street.

1807. At Warrnambool they have a difficulty in getting the butter down from the rail to the ship, and they asked that a cool chamber should be erected, practically, on the wharf. Without some such clause as this the Government would have no power to do it, or even then unless it is specifically mentioned?—We want a free hand.

1808. And the Government ask for a free hand, and it is a question whether they should be limited to "where required"?—We have not requested the Government to find cool stores.

1809. You have all the facilities you require?—So have the western district. They can land stuff cheaper than Kyneton. There has been difficulty at Warrnambool because the Government would not give them cool trucks to take the stuff down in.

1810. You cannot compare a truck to a cool store?—No.

1811. If you have had any experience of shipping in a port like Warrnambool you know that a steamer may be advertised to leave at a certain hour, and she may not leave for hours after. Do you propose to keep the stuff in a truck during that time?—Yes.

1812. Are they as good as a cool store for that purpose?—Yes.

1813. Do you know the particular truck used?—It is the white truck used by the Department. I speak of the large ice trucks; 10-ton trucks I think they are.

1814. *By the Hon. G. Simmie.*—You would like your trucks to run down to the wharf, and put the stuff into the ship at once?—That has nothing to do with me. I do not come from the western district.

1815. No, from Kyneton?—We do not complain of the Government stores, but the charge is pretty high.

1816. You would like the stuff run down to the ships at once?—If we could save the money now paid to the Government we could increase our chambers and run the stuff down at once. We do not object to supervision; we never have objected to supervision.

1817. *By the Hon. J. C. Campbell.*—Is the Dairymen's Association satisfied with the present arrangement with regard to shipping butter?—In what way?

1818. In every way?—Yes.

1819. Has the Exported Products Bill ever been asked for by the Dairymen's Association or the dairymen generally?—No, never.

1820. Do you consider that the Exported Products Bill is necessary for the factories?—No; because we have built up the trade under the present arrangements, and the Bill will not help us at all.

1821. Do you think the Government brand is of use to you at home?—No; our advices from the agents at home say—and the gentlemen who have visited England tell me the same—that they do not value the brand. I may say our firm has a brand registered both here and at home.

1822. Has it come to your knowledge that butter refused the Government brand here has fetched a higher price at home than that which was branded?—No, I cannot say it has. There has been a case in our own factory, that stuff that did not receive the Government brand fetched the same price as that which did. We had a case of that three or four years ago. The butter came in somewhat heated, and Mr. Wilson refused to put the brand on. I suppose the freezing stiffened it up, and it was sent home and it fetched the same price as the other, which was branded.

1823. If the refrigerating chambers and cool stores attached to the factories were proclaimed cool stores, would you be satisfied or would you like to have a free hand and ship direct?—To ship direct into the ship's hold from the factory.

1824. You would not be able to get the Government inspection then, still you have done so?—Yes. It has been through the works. Stuff, when in a hurry, has been put in the ship direct, if cool enough.

1825. I think you said the Government charge was rather high for the freezing?—I do say so.

1826. Could it be done for less by private individuals?—Yes, if we got a combination of factories, and there is an idea between us to do that, which we think will be brought about. We had an offer to do it for less. When we had the trouble with the shipping contract I believe our secretary approached the manager of the Newport works, and got an offer from him which was less than the Government charge.

1827. Do you think if the factories all combined that you could arrange for freight equally well, that you could make your arrangements for shipping equally as well yourselves as through the Government?—I think so, because, when the P. and O. and Orient lines refused to tender for the contract that was let, the Dairymen's Association approached Dalgety and Sanderson, and we came to terms with them. They offered to do our work at  $\frac{3}{4}$ d., provided we got 3,000 tons. We were prepared to guarantee that amount, but in the meantime there was a new tender from the P. and O. and the Orient companies, and our men threw us over and accepted Mr. Taverner's contract for  $\frac{3}{4}$ d.

1828. To sum up the whole affair, you are perfectly satisfied with the present arrangements, and do not want any further interference?—No.

1829. *By the Hon. G. Simmie.*—Has the Government ever been of any assistance in bringing up the trade to its present point?—I think so. I do not say that the branding has had anything to do with it, but the Government has been of assistance to the dairying industry in the past.

1830. You do not think they want to do you any harm?—No. We have been raising points, and the Government have from time to time seen the points were good and carried them out.

1831. *By the Hon. S. Winter Cooke.*—Will you look at clause 7 of the Bill. In the first line, after the words "live stock," it is proposed to insert the words "butter and cheese." Is that an amendment which the Association agreed to?—Yes.

1832. Was that proposal well considered by your Association; I understood you to say you had seen the amendments?—Yes.

1833. The Association had the proposed amendments before them, had they not?—The council had them before them. The association never had time to confirm the council's action. They were approved by the council, but they have not been submitted to us as an Association. Personally I have never had a copy of the amendments from the Department.

1834. Are you a member of the council?—Yes.

1835. At the council meeting you agreed to the amendment that the words "butter and cheese" should be inserted after the words "live stock." Do you recollect whether that was well considered by the council?—I think so.

1836. What is the object of that amendment?—I think it was to allow us to ship to the Cape.

1837. At all events, the result seems to be this: That for butter and cheese it will not be necessary to get the inspector's certificate. Your factory will not have to get the inspector's certificate for butter and cheese?—"Free from disease"; that is an impossibility.

1838. Will you turn now to clause 8, sub-section (2)—"An inspector shall prior to shipment inspect and class each lot of butter," and the amendment is to make it read that "The official stamp shall be 'Approved for export' and 'Pastry'?"—Yes.

1839. Suppose the inspector declined to put either of those brands on?—Then it is to be sent without a brand.

1840. That is what you understand—that he could not stop it?—No, the Minister distinctly gave us to understand that, that the three classes are at present "Approved for export," "Unbranded," and "Pastry."

1841. Then, however bad the butter is, it will go out?—Certainly. You see there was only about 25 cwt. last year sent unbranded.

1842. No matter how much there was—under this your understanding was that the butter was to be stamped by the inspector, if he approved, either "For export" or "Pastry"?—Yes.

1843. Anything he did not put either of those two brands on could go out of the colony?—The "Pastry" would be worse than that; it would be only just above what he could condemn.

1844. He cannot condemn?—Yes, he can.

1845. Under what clause?—He can refuse to stamp at all.

1846. The words are "shall stamp or mark each case, keg, or package with the official stamp or mark and the class of such butter." Mr. Wilson has told us there was some butter he refused to put the brand on. What would become of it?—It can go, and must go if No. 2 can go. No. 2 is the unstamped butter; the others are "Approved for export" and "Pastry."

1847. The inspector puts on one or other of those two brands, and there is some butter left over which he will not put a brand on—what becomes of it?—I think he could prevent it going by using the brands.

1848. You think it will go?—No; now I see what it is—"Approved for export." All the butter that is not fit to be classed for "Pastry" would bear that brand, and "Pastry" would be stamped on the other butter, and any other would be condemned altogether without the brand. It has been done before.

1849. I want to know what the council thought would be the result of that amendment?—That has never been taken into consideration.

1850. *By the Hon. the Chairman.*—You know Mr. Anderson, the president of your Association?—Yes.

1851. In his evidence before this Committee, I see the following:—

329. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do I understand that the Association agrees to the Bill, or that they felt they must accept a Bill of some sort, and therefore took all they could get?—We did not know what the conference was about, but when the Minister seemed to be guided by the requirements of the producer, and altered the Bill to the extent of those amendments brought forward by Mr. McCulloch, we considered there were no objectionable clauses in the Bill that we could find any fault with. The only thing I am not quite sure about now is whether the Governor in Council should have the full power of fixing where a cool store should be or should not be. If that clause were defined a little bit more we would have no objection at all to the Bill; we rather like the registration part of the Bill. Where the registration would be particularly useful would be in London; if any one had any objection to the butter he could see whether it was from a Melbourne factory or a country factory.

330. *By the Hon. S. Winter Cooke.*—What is the Dairymen's Association composed of?—The members of butter factories only.

331. How many factories do you represent?—The whole of Victoria; it is not the Western District Association; it is the whole of Victoria; we have representatives from Gippsland as well.

332. Were you pretty unanimous?—Yes; I have tried to find out in every way as far as I could, so that I could represent the the Dairymen's Association here to-day rather than only my own ideas.

333. How many classes of butter are there?—Two, "Approved for export," and "Pastry." I think the registration gets over any further classifying of butter than that.

334. *By the Hon. J. C. Campbell.*—You say the gentlemen from the Dairymen's Association were perfectly satisfied with the arrangements they came to with the Minister?—Yes.

335. Would you be astonished if two of those gentlemen have written to me to say they were not satisfied?—I would be very sorry to meet those gentlemen again if they said so.

336. They say they are perfectly satisfied with the Government inspection, but they hope the Government will throw out the Bill?—I think that was more to please you.

1852. You have no objection to the Bill, excepting the 5th clause?—No; but the Bill is no advantage to us. We have got along very well under the present system. We have built up the trade without it, and this Bill will give us no advantage. We put the amendments to the Minister, and he agreed to them, and we agreed to accept the Bill on those. But this Bill has no value to us; it will not increase the value of our stuff by a halfpenny a pound.

1853. Did you express a desire that the Bill would be thrown out by the Upper House?—I may have done so. I may have said so at the conference and since the conference.

1854. *By the Hon. N. Thornley.*—Since your interview with the Minister have you said that?—Yes, I may have.

1855. You told the Minister, as one of a deputation, that you accepted the amended Bill, and now you say you wanted the Upper House to throw it out. How can you reconcile those two things which you seem to have said. It seems to have been said at the interview with the Minister that you would accept the Bill as amended?—It might have been.

1856. It is not a question of "might have been." Do you not think it is strange you should say one thing at one time, and the other at another?—Perhaps a man says a thing sometimes that he would not say at other times.

1857. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you understand the Bill now better than you did at the time of the interview?—I understand clause 5 now. This Bill was put into our hands on the morning we went to see the Minister. We had no time to discuss the Bill. As I said before, the Bill is of no use to the producers; it is just a hobby of the Minister's.

1858. *By the Hon. G. Simmie.*—Will it do any harm to them?—No.

1859. *By the Hon. J. C. Campbell.*—Will it be no harm if the cool stores clauses remain?—I mean it will do no harm, with the exception of clause 5.

1860. Did you not discuss clause 5 with the Minister?—We got his explanation of that. Somebody asked him—"This may refer to the refrigerating chambers in the factories?" and he said "Yes."

1861. If it was embodied in the Bill that the factories with cool stores, the other cool stores already in existence, and any that may be built in the future were to be proclaimed, and that you should have a free hand to ship the butter from the factories to the ship, you would be satisfied?—With one exception, that there should be no extra charge for inspection. Of course, I always fear those things.

1862. *By the Hon. the Chairman.*—Do you not think it is a protection so far that no Minister coming in could alter it, that he must stick to the four corners of the Bill. I agree with you that if I were Minister I would rather have my own way. Suppose the Minister took up the position—"I am going to assist the butter industry: I am going to grade the butter;" what would you do?—Ship outside of him.

1863. You could not ship a pound?—I think I could.

1864. Where would you get the space?—The P. and O., I think, would take it.

1865. If I were the Minister I would grade every bit of butter in the interests of the dairymen and of the country, and keep up the reputation of the butter, and another Minister might take the extreme view and insist on doing it, although he might be altogether wrong?—This thing affects our pockets. We are living on this industry; the Government is not living on this business, and we are; and I say it is to our advantage to send home the best stuff we can make, and we have always done so. But the Dairymen's Association have always had the feeling that there are small men outside the factories who should be assisted. They, some of them, make splendid butter, almost equal to factory butter, and their stuff is

bought up and mixed in Melbourne, and those men in Melbourne who do that business are a godsend to the little fellows. They buy their butter and blend it, and produce an article which is a very good butter, and they ship it and so clear the market.

1866. They do not improve the price for the consumer?—We are not considering the consumer; the consumer does not affect us. Our consumer is in Great Britain; that is the man we consider.

1867. I quite agree with you that you are quite as well as you are. You will be in no worse position when the Bill is passed than now, but it fixes you in the position that no Minister can come in with a fad of his own and think that he could improve the trade by grading and saying—"It is for the advantage of the producer that such-and-such things should be done." You would have the Bill to protect you against that sort of thing?—But Bills do not always "pan out" the way they are written.

1868. You think the Bill will do you no harm but no good?—I do not think it will do us any harm if clause 5 is not enforced.

1869. Do you not think it is possible that a Minister might come in and insist on carrying out his fads if he had not a Bill of this kind to restrain him?—If he did, we are a pretty powerful body, and we would insist on something, too.

1870. And in the meantime the trade would be hung up. He might say—"This is our way of doing things, and if you do not like it, do not bring your stuff here"?—Do you think the P. and O. would not carry our stuff? Take a factory like ours; we would go to the P. and O. Company and say—"The Government will not carry our stuff; will you carry it? We will freeze it for you."

1871. *By the Hon. S. Winter Cooke.*—If every refrigerating chamber were proclaimed a store there would have to be a great number of Government inspectors, would there not?—The stuff could be inspected at the ship's side, if it were run direct from the factory to the ship.

1872. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—In the hot weather could that be done?—It has to be opened up and sent down into the stores from the cool trucks now.

1873. If that Government inspection could not take place at the refrigerating stores or at the ship's side, you would have all the butter, under this Bill, sent to a few places?—Yes.

1874. *By the Hon. J. C. Campbell.*—Did you see my amendments on this Bill?—I did; I think I wrote to you for them.

1875. Were you satisfied with them?—Yes.

1876. They would give the shipper a free hand, so that he could engage his freight elsewhere, and ship his butter as he liked?—Yes.

1877. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—In other words, you approve of this Bill only applying to the butter that goes through the Government freezing works?—Yes.

1878. *By the Hon. J. C. Campbell.*—All the butter, you mean, that the Government engaged freight for?—Yes.

*The witness withdrew.*

John Edward Handbury, examined.

1879. *By the Hon. the Chairman.*—What are you?—Managing director of the Euroa Butter Factory and president of the North-Eastern Butter and Cheese Factories Association.

1880. You have read the Bill now before the Committee?—Yes.

1881. You have heard Mr. Argyle's evidence?—Yes. Our factories in the north-east have a turnover of over £250,000 a year; that is, speaking of some 35 factories in our districts. I heard Mr. Argyle's evidence, and I agree with it generally.

1882. Is there any part of his evidence that you disagree with?—I would like to see one or two other clauses modified that he did not mention.

1883. Were you at the meeting of the Minister and the Dairymen's Association?—Yes.

1884. Did you agree with the amendments then put forward?—Yes, I approved of them generally. I might mention, with regard to what has been stated here, that I questioned the Minister on section 5. My object in doing that was that the Euroa Factory has a contract now in existence with the P. and O. and Orient companies, and we have arranged with those companies that we can send our butter direct from the railway station to the ship.

1885. Have you done so?—No. We intend to do so next year, because it would be a saving of the payment of the wages in connexion with the refrigerator, that is, of our own company. What I understood, practically, from the Minister was, in reference to the cool stores, that we could practically use the Government cool stores or those supplied by private enterprise—that we had a free hand.

1886. You do not object to inspection?—No; we would rather have it. There would be a difficulty as to that under this Bill in examining, because you could not examine at the shipping; but it could be done in this way: it could be inspected in the same way as the liquor traffic. Inspectors could go through the country and go to the factories at all hours and at all times, and inspect without their visit being known beforehand.

1887. In other respects you agree with Mr. Argyle's evidence?—Yes. There are other clauses that require altering, I think.

1888. Did you mention that at the conference?—No. At that time, at the conference, we had about nine important points, and eight of them were conceded by the Minister, but since then I have looked into the matter, and I see the necessity of other desirable alterations, though they are very small. Of course, in regard to section 5, there is no occasion to wipe it out altogether. If it were declared that all cool stores now in existence would be proclaimed that would meet the case.

1889. *By the Hon. G. Simmie.*—Would they be good enough?—If not, the companies would not take the butter. The arrangement with the shipping companies is that you must have the butter at a certain temperature, or they will not take it.

1890. *By the Hon. the Chairman.*—What other clauses are there that you would like to see amended?—In the regulations, page 5, clause 12 (a), it says—"The registration and inspection of meat works, or any works wherein products are dealt with or made, and the registration of exporters' brands, stamps, marks, or labels." I quite agree as to the desirability of registering all brands, but object to private marks being divulged. For instance, if a buyer at home sent into London he might purchase 100 tons of butter and have it sent without our brand, as is often done, and he puts his own mark on it. I do not think we should divulge that mark.

1891. You could register that brand?—We might not have time. A broker within the last few days says—"There is £10,000 to buy butter," and he says—"I am going to buy for the next steamer." He is doing his best for his client, and he takes advantage of the market. He may go to Sydney, and we may have only two hours' notice in which to ship.

1892. Does the purchaser object to your brand?—Perhaps there is no brand, only a mark.

1893. You would have to brand it then?—I do not think so. Take the rabbits, for instance. We all know if we all branded our tinned rabbits there would be no market for them, or they would be sold at a reduced price. Rabbits exported in tins bring a better price on going home unbranded and the tins lacquered. The reason is that Crosse and Blackwell and Mortons buy them and put their own brand on. Their trade-mark is a guarantee of anything being a good article. You all know that Crosse and Blackwell have the reputation of selling a good article. I think another alteration required is on page 6 (*h*)—"The imposition and collection of fees upon the issue of inspector's certificates or the registration of meat works, or any works wherein products are made or dealt with." That gives power to the Minister to impose fees on factories. If they sent an inspector to the Euroa factory he could charge his expenses and travelling fees.

1894. There would be some fees, no doubt?—Practically, we do not want an increase on what has been done. I do not think there is any other point I wish to draw attention to.

1895. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have you anything to say about the brand; do you approve of the Government brand?—The Government brand is of no value whatever.

1896. Not to the buyers at home?—No.

1897. *By the Hon. the Chairman.*—Do you send any rabbits from your factory?—No. The Government have driven the tinning out of the country by assisting in freezing the rabbits. They are too dear now to send home. Regarding the Government brand, the buyers put no value on it. The Euroa factory has sent to five or six firms at home for five or six years, and it could sell their butter to five or six more firms on the factory brand alone.

1898. *By the Hon. G. Simmie.*—Those firms would inspect, even if your brand was on?—No; they will buy on the brand without any inspection whatever.

1899. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—You have made a good name for yourselves?—Yes. They will enter into a six months' contract with us to take the butter on the brand.

1900. *By the Hon. the Chairman.*—Then you say the buyers at home will buy on a brand?—Yes, of a satisfactory factory.

1901. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Have you ever been requested to put on the Government brand?—No.

1902. *By the Hon. S. Winter Cooke.*—Have you ever heard of inferior butter affecting the price of your butter?—No; there is a class of buyers at home for what we may call the inferior butter.

1903. It does not lessen the price of your product?—No.

1904. You have a specially good name, have you not?—We have a good name.

1905. You pasteurize your milk?—Yes, we pasteurize cream.

1906. Are you going to continue that practice?—Yes. The advantage in pasteurizing is this: we have a very warm climate, and, in the hot weather, where the cream has to come 10 or 12 miles, it would suffer, but by pasteurizing we protect it, and it arrives at the factory in good condition.

1907. *By the Hon. J. C. Campbell.*—I do not want to repeat the questions that I put to the last witness. Do you approve of his answers to those questions?—Yes, generally.

1908. There is one question I will put to you, have you known of any dairyman or factory in your district wishing or asking for this Bill?—Yes, one.

1909. What was the reason of that?—I do not know. It has now come out that Broadford asked for it. That factory is in the Association of 35 factories that I mentioned.

1910. And you do not know the reason that they asked for it?—Of course the reason was that they thought there would be an advantage to be gained, that the Government would do the work for nothing, but if they knew that the Government would charge one penny-piece, they would be against it.

*The witness withdrew.*

Alexander Hunter, examined.

1911. *By the Chairman.*—You are an exporter of fruit?—I am an orchardist and exporter, and also the secretary of the Boroondara, Nunawading, and Mulgrave Shippers' Association. I have seen the Bill, and I approve of it generally.

1912. Are you of opinion that Government supervision is necessary or required?—Yes.

1913. Are better prices to be got by that means for fruit in the home market?—Certainly.

1914. Do you think that your fruit when stamped by the Government is increased in value in the London market?—Yes.

1915. Has the Government, by their assistance, developed the trade in exported fruit?—Yes.

1916. I suppose you think that, without the Government supervision, inferior fruit might be sent home?—What we have to fear is that inferior fruit might be sent. I have known myself fruit that the Government expert has refused to pass for bonus, but he has had no power to prevent it being shipped. That is where fruit has been over-ripe. He refused to pass it for the bonus, but he had no power to prevent the shipper placing it on board.

1917. Do you think he should have power to stop such fruit from being sent home?—Certainly.

1918. This Bill does not go that length?—I understood that it did.

1919. As long as it is fit for human food it can be shipped, whether too small or in an over-ripe condition?—We do not fear small fruit, but overgrown and over-ripe fruit will damage the balance of a cargo.

1920. What do you mean by "overgrown" fruit?—Fruit that is overgrown; it will not keep; there is an excess of moisture in the fruit.

1921. You think the Government inspector ought to have power to stop that fruit going on board for export?—Yes; it damages the balance of the cargo. I may say I have had a good deal of experience. I have taken fruit to all the Eastern ports right up to Calcutta, and we have nothing to fear from small fruits. That matter will effect its own cure, but what we have to fear is from people who do not understand the business. Perhaps they have an abnormal growth of fruit, and they think it is splendid. That

will be shipped, and it will go bad and damage the balance of the cargo. The fruit-growers think the inspector should have power to prevent that fruit going.

1922. Could you suggest any amendment to be put in the Bill, because the present Bill gives no power to prevent shipment, unless the fruit is unfit for human food. You think that some clause of that kind should be put in to prevent over-ripe fruit going with other fruit?—Yes, I have seen the late Mr. Neilson examine fruit that he refused to pass for the Government bonus; but he had no power to prevent it going home, and that fruit was going in the same chamber with suitable fruit that would carry the journey.

1923. Do you approve of the clause as to arbitration. One witness here recommended that the time should be one hour or less, instead of six hours?—Six hours, I think, would be short enough.

1924. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—But if you were making a shipment six hours might lose you the shipment; the ship might go away without your fruit?—Of course, then, I think the shipper himself is to blame, for if he sends sound fruit no arbitrator would be necessary.

1925. *By the Hon. the Chairman.*—You have been shipping fruit for eight years, I understand?—Yes.

1926. Is the fruit not at the ship the day before?—As a rule we generally bring our fruit down on the day the boat is to sail; but then we are close at hand.

1927. Do you think six hours not too long?—No.

1928. *By the Hon. N. Thornley.*—For you, that is?—No.

1929. You mentioned some other country shippers. We had evidence here from one shipper that frequently his goods would be shut out under that clause which gives the Government latitude for the purpose of arbitration. He says it should not be more than an hour, or even less. "Then and there" is his motto. It is not only for yourself, remember, but for others dealing with the trade?—I still think that six hours would be proper notice.

1930. Why should it take six hours?—I think six hours would be short enough notice to work, and would suit us best.

1931. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—At present the clause means that you could not compel the inspector to appoint an arbitrator under six hours; do you think a shorter time would do?—Yes. As far as we are concerned we could appoint an arbitrator right off the reel, but then, perhaps, the consignor has to be consulted; he may be in the country.

1932. *By the Hon. N. Thornley.*—Six hours would not affect him; you are not in the country?—Yes, I am 11 miles out. One hour would not suit us.

1933. *By the Hon. the Chairman.*—You have to appoint one arbitrator and the Government another, and then there is an umpire to be appointed?—Yes.

1934. *By the Hon. N. Thornley.*—Those people are generally about the ship, are they not?—Yes, generally.

1935. There would be no difficulty in getting them?—No.

1936. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Those overgrown apples look splendid in appearance, do they not, sometimes?—Yes.

1937. Would it not be a large power to put in the hands of an inspector to refuse them?—I have seen some of them to come down for shipment, and they were quite rotten inside.

1938. Have you been requested to see that any of your shipments had the Government brand on—have any of the buyers requested you to put the Government brand on?—At present, people may ship as they like; but by having the Government brand on it is an assurance that the fruit is sound and evenly graded and properly inspected. The buyers look for it. I am speaking now of the Eastern trade and of the north-western ports of Western Australia.

1939. You think the Government brand would be an advantage?—I do, decidedly.

*The witness withdrew.*

David E. Martin, further examined.

1940. *By the Hon. the Chairman.*—Have you obtained the information asked for by Mr. Campbell?—Yes, I have it here—[producing the following return:—]

No. 1.—THE NUMBER OF CARCASSES OF MUTTON AND LAMB FROZEN IN YEARS 1896, 1897, 1898 IS AS UNDER:—  
*Schedule.*

Owner.	1896.				1897.				1898.			
	Victorian:		Bonded.		Victorian.		Bonded.		Victorian.		Bonded.	
	Sheep.	Lambs.	Sheep.	Lambs.	Sheep.	Lambs.	Sheep.	Lambs.	Sheep.	Lambs.	Sheep.	Lambs.
J. Hotson and Co. ...	36,578	2,297	...	...	...	...	...	...	...	...	...	...
— Brundell ...	371	...	...	...	...	...	...	...	...	...	...	...
J. Cooke and Co. ...	1,001	...	...	...	32,901	1,778	...	...	...	...	...	...
Turnbull and Co. ...	9,601	...	19,301	1,759	...	...	24,435	...	...	...	...	...
Australian Mortgage and Agency Co. ...	...	...	...	...	...	...	2,630	...	...	...	...	...
Hon. W. McCulloch ...	1,450	239	...	...	...	...	...	...	...	...	...	...
T. McFarland and Co. ...	...	...	...	...	358	71	16,767	285	...	...	18,107	5,586
W. Reynolds and Son ...	1,183	437	...	...	...	...	...	...	...	...	...	...
H. Hawthorn ...	...	...	...	...	...	...	350	...	...	...	...	...
Riverina Meat Coy. ...	5,019	623	...	...	...	...	...	...	...	...	...	...
C. C. Strobe ...	633	518	...	...	...	...	...	...	...	...	...	...
Fresh Food and F.S. Co. ...	...	...	530	1,451	...	...	...	...	...	...	...	...
New Zealand Loan ...	...	...	4,533	...	...	...	...	...	...	...	...	...
West Australian Fresh Food Co. ...	150	785	4,382	...	...	...	...	...	...	...	...	...
	55,986	4,899	28,746	3,210	33,259	1,849	44,182	285	...	...	18,107	5,586

No. 2.—How many of the above are farmers' lots?—There are no means of distinguishing farmers' lots.

No. 3.—For the number of Victorian sheep and lambs frozen, and the number of bonded sheep and lambs frozen, see No. 1—Schedule.

No. 4.—The number of hands employed in meat chambers during season is four, but from eight to ten extra men are required during the loading. These men are paid by the hour.

No. 5.—The number of men employed in the rabbit department?—Two at the present time. In the season up to 30, as required.

No. 6.—The number of men employed in butter department?—One in the "off" season. An average of about twelve in busy time.

1941. Have you any letter from Mr. Anderson, the president of the Dairymen's Association, dated the 9th inst., addressed to Mr. Taverner?—Yes. The following is the letter:—

"Tower Hill Park, Illowa,

"The Hon. J. W. Taverner, Melbourne.

"9th November, 1898.

"Dear Sir,—I see by to-day's newspaper that Messrs. Bartram and Son have strong objections to the Exported Products Bill. I write to point out that I consider the Agricultural Department can be, and at present is, of great service to the producers in securing freight and arranging regular shipments of butter to the London market, &c. Should the Bill be rejected, and the arranging of freight, &c., left to the factories or their agents, then some agents might secure space while others would be left out; also the frozen meat companies and others might secure the available space, and would have little or no interest in what became of the butter. On behalf of the producers, I would strongly urge that Government supervision be continued, as agreed on at the conference between yourself and representatives of the Dairymen's Association of Victoria.

"I am, yours truly,

"JOHN W. ANDERSON.

1942. Have you heard of any case in which the arrival in London of damaged meat has influenced the market?—Yes. This is from the report of Messrs. William Weddel and Company, for the week ended 3rd May, 1895. "Australian Mutton.—Although stocks are moderate, the depression in secondary New Zealand sheep, and the arrival of some damaged parcels, have sufficed to further depress prices to the extent of  $\frac{1}{8}$ d. per lb."

1943. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—Do you attach much importance to that report?—Yes. I believe such reports to be true.

1944. *By the Hon. the Chairman.*—Can you refer to a case in which the departmental stamp has been recognised in London?—Yes. A cablegram appeared in the *Argus* of 12th June, 1895, in which it is stated—"London, 10th June. Some of the cases of rabbits shipped at Melbourne by the *Woolloomoolloo* are without the stamp of the Victorian Government, and the dealers therefore decline to buy them."

1945. Did the Royal Commission, in England, on Tuberculosis, in their report make any reference to branding foreign meat?—Yes, I have taken this from their report:—"Foreign meat should, we think, also be required to bear mark of inspection and approval at the time of killing, and steps should be taken through consular and other agencies to ascertain from time to time that there was efficient inspection at foreign slaughter-houses of meat intended for transmission to this country."

1946. *By the Hon. Lieut.-Col. Sir F. T. Sargood.*—That is inspection at the time of killing?—Yes.

*The witness withdrew.*

*Adjourned.*

1898.  
—  
VICTORIA.

---

# REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON

## ELECTRIC TRACTION ON RAILWAYS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE, MINUTES OF EVIDENCE,  
AND AN APPENDIX.

---

---

*Ordered by the Legislative Council to be printed, 13th December, 1898.*

---

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE  
LEGISLATIVE COUNCIL.

---

WEDNESDAY, 2ND NOVEMBER, 1898.

9. ELECTRIC TRACTION ON RAILWAYS.—The Honorable A. Wynne moved, That a Select Committee be appointed to inquire into and report upon the question whether it is advisable to adopt electric traction on any of the existing suburban or short country railways, or to construct and operate on any of the approved electric systems any projected new suburban railways; such Committee to consist of the Honorables J. H. Abbott, J. Bell, D. Melville, E. Morey, Sir A. Snowden, J. Sternberg, and J. A. Wallace, with power to send for persons, papers, and records; three to be the quorum.

Question—put and resolved in the affirmative.

## REPORT.

---

THE SELECT COMMITTEE appointed by your Honorable House on the 2nd November, 1898, to inquire into and report upon the advisability of adopting Electric Traction on any existing suburban or short country railways, or to construct and operate on any approved electric system any projected suburban railways, have the honour to report as follows:—

Your Committee have held several meetings, and have taken a considerable amount of evidence, but regret that, owing to the approaching Prorogation, they have not had sufficient time to complete their inquiry, and were, therefore, unable to examine highly qualified experts in Sydney and Brisbane, or to witness the development of Electric Traction in those places.

Your Committee have deemed it necessary to inquire very closely not only into the practicability but also the economy or otherwise of electricity as a motive power.

It was the intention of your Committee to furnish figures showing the magnitude of the interests involved in the inquiry, as follows:—

*Suburban Systems of the Victorian Railways.*

Capital cost,  
Revenue last year,  
Expenditure last year,  
Surplus or Deficit last year ;

but your Committee were unable to obtain the necessary information from the Department in time for inclusion in this Report.

Your Committee find that Electric Traction is coming rapidly into favour in all parts of the world, and has already developed to such an extent that to many competent engineers it appears to be merely a question of time when steam locomotives will no longer be used on railways. The evidence taken by your Committee shows conclusively that, in the matter of speed and haulage capacity, electricity is quite equal to steam as a motive power, and, in consequence of the absence of noise and smoke, an electrically equipped line possesses great advantages as regards cleanliness and comfort.

With reference to the question of adopting the electric system in the case of existing suburban lines, your Committee are of opinion that in the first instance a thorough trial should be made, and the St. Kilda and Port Melbourne lines were specially considered as affording perhaps the best opportunity for experimentally adopting electricity as the motive power.

Evidence has been adduced proving that the St. Kilda line has lost largely in revenue by reason of the competition of the trams ; and it has been shown that the expense of working would be largely decreased, and the convenience to the public and consequently the traffic, would be considerably increased by a system of electric trains, for the following reasons, *inter alia*:—

- (a) Electric trains would be run at much shorter intervals than the present service ;
- (b) Would stop more frequently *en route* ;
- (c) Would cause less wear and tear on the permanent way ;
- (d) Would not require the loss of time and expense caused by shunting ;

- (e) Would minimize the cost of lighting, as the wire transmitting the motive power at the same time provides the current for illuminating the cars ; and
- (f) Would obviate the expense incurred at present by running trains of from 150 to 200 tons weight often to accommodate a very few passengers during the slack portions of the day.

It has been shown that the present electric lighting station could, without difficulty, be extended so as to provide the power necessary for working the lines mentioned.

The cost of a complete electric installation on the St. Kilda line alone has been estimated at £43,000, complete in every detail, and figures have been prepared by an electrical expert showing that, with a service double the present and more stopping places, a saving in working expenses alone of £8,000 a year could be effected.

Your Committee have also considered the question of the adoption of Electric Traction in regard to projected suburban railways, and have devoted particular attention to the proposed line to Collingwood. Your Committee are satisfied that the tunnel to be constructed, nearly a quarter of a mile long, out of a total length of 2 miles, will operate greatly to the disadvantage of the railway traffic in the keen competition with the trams, as the constant presence of smoke, grit, and poisonous fumes produced by a steam locomotive will render the passage through the tunnel very disagreeable to passengers, as compared with the tram journey.

Your Committee's investigations have shown there are to-day thousands of miles of electric lines successfully worked throughout the world, and that Electric Traction possesses so many advantages over steam-power that in some instances steam systems have been changed at immense expense into electric systems.

Your Committee have ascertained that the capital involved in the present suburban rolling-stock is £750,000, and that any stock displaced by the adoption of electric cars could be readily transferred to the country lines. In view of the proposed expenditure of £250,000 on new rolling-stock, your Committee are strongly of opinion that before such an outlay is incurred the system of Electric Traction should be tried on the St. Kilda and Collingwood lines. If the experiment proves successful, as the evidence induces your Committee to believe it will, the whole suburban traffic could be operated on the electric system, and the present stock advantageously utilized on the country lines.

Your Committee find that the overhead trolley method of running trains is the one mostly used, but are of opinion that further inquiry should be made into the merits of the third-rail system.

In regard to short country lines, your Committee believe that it would be inadvisable to equip any such line electrically, unless the traffic were heavy or the current required could be generated by means of water-power, which affords the cheapest means of producing electricity.

Your Committee, in conclusion, strongly recommend—

- (a) That no new suburban railways be constructed on the steam-locomotive system until the advantages of Electric Traction have been more fully inquired into and practically tried here.
- (b) That the projected Collingwood railway should be designed as an electric line, as otherwise it cannot successfully compete with the trams, and, owing to the length of tunnel, is peculiarly ill-adapted to the ordinary system.
- (c) That the St. Kilda line be equipped with either the overhead trolley or third-rail electric system.
- (d) That, in the meantime, your Honorable House will, in its wisdom, see fit to express its opinion that further information should be obtained by the Government on the question of Electric Traction, as by its adoption the efficiency of our suburban service might be largely increased, and great economies effected.

## PROCEEDINGS OF THE COMMITTEE.

---

TUESDAY, 8TH NOVEMBER, 1898.

*Members present:*

The Hon. J. A. Wallace  
D. Melville

The Hon. E. Morey  
J. Sternberg.

The Clerk read the extract from the Minutes of the Proceedings of the 2nd November, 1898, referring to the appointment of the Committee.

The Hon. D. Melville was called to the Chair.

The Committee deliberated.

*Ordered*—That the following witnesses be called for the next meeting of the Committee:—

John Mathieson, Railways Commissioner; W. A. Holmes, Telegraph Superintendent; and  
F. Rennick, Engineer-in-Chief, Victorian Railways.

The Committee adjourned until Tuesday next, at Three o'clock.

---

TUESDAY, 15TH NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. A. Wallace  
E. Morey  
J. H. Abbott

The Hon. J. Sternberg  
J. Bell  
Sir A. Snowden.

John Mathieson examined by the Committee.

The Hon. J. Bell here entered the room and took his seat.

Examination of witness continued.

The Hon. Sir A. Snowden here entered the room and took his seat.

Examination of witness continued.

Francis Rennick examined by the Committee.

The Committee adjourned until to-morrow, at half-past Three o'clock.

---

WEDNESDAY, 16TH NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. A. Wallace  
J. H. Abbott

The Hon. J. Bell  
J. Sternberg.

Francis Rennick further examined by the Committee.

The Hon. J. Bell here entered the room and took his seat.

Examination of witness continued.

The Hon. J. Sternberg here entered the room and took his seat.

Examination of witness continued.

The Committee adjourned until to-morrow, at Three o'clock.

---

THURSDAY, 17TH NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. A. Wallace  
E. Morey  
J. H. Abbott

The Hon. J. Sternberg  
J. Bell  
Sir A. Snowden.

Francis Rennick further examined by the Committee.

The Hon. J. Sternberg here entered the room and took his seat.

Examination of witness continued.

The Hon. J. Bell here entered the room and took his seat.

Examination of witness continued.

The Hon. Sir A. Snowden here entered the room and took his seat.

Examination of witness continued.

The Committee adjourned until Tuesday next, at Three o'clock.

TUESDAY, 22<sup>ND</sup> NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;  
 The Hon. J. A. Wallace | The Hon. J. Sternberg.  
 W. A. Holmes examined by the Committee.  
 The Committee deliberated.  
 The Committee adjourned until to-morrow, at Three o'clock.

---

WEDNESDAY, 23<sup>RD</sup> NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;  
 The Hon. J. H. Abbott | The Hon. E. Morey  
 J. A. Wallace | Sir A. Snowden.  
 T. H. Woodroffe examined by the Committee.  
 The Hon. Sir A. Snowden here entered the room and took his seat.  
 Examination of witness continued.  
 The Committee adjourned until to-morrow, at half-past Three o'clock.

---

THURSDAY, 24<sup>TH</sup> NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;  
 The Hon. J. A. Wallace | The Hon. J. H. Abbott  
 J. Bell | Sir A. Snowden.  
 H. R. Mackay examined by the Committee.  
 The Hon. Sir A. Snowden here entered the room and took his seat.  
 Examination of witness continued.  
 A. W. Jones examined by the Committee.  
 The Committee adjourned until Tuesday next, at Three o'clock.

---

TUESDAY, 29<sup>TH</sup> NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;  
 The Hon. J. Sternberg | The Hon. J. A. Wallace.  
 The Clerk read the following letter from Major-General Sir James Maitland in reply to a request made by the Committee :—

Menzies Hotel, Melbourne, 23<sup>rd</sup> November.

My dear Mr. Jenkins,—I should be very glad if I could be of any use to the Select Committee you mention, but I am afraid they have been misinformed when they heard that any evidence I could give would be in any way valuable.

I know something of a few of the developments of electricity, *par exemple*, its application to lighting, telegraphy, and lately I have tried to learn something about that to machinery and pumping, but as to how it is applied to traction I do not know one atom.

I therefore feel that it would be only occupying the time of the Committee to no good purpose to appear before them.

Yours very sincerely,  
 J. HERIOT MAITLAND.

The Committee deliberated.

The Clerk read a letter from the Secretary for Railways, asking on what system an estimate was to be made for electrically equipping the St. Kilda and Port Melbourne lines.

*Ordered*—That the Railways Commissioner be informed that the Committee desire the estimate to be based on the overhead trolley system.

A. W. Jones further examined by the Committee.

The Committee adjourned until to-morrow, at half-past Three o'clock.

---

WEDNESDAY, 30<sup>TH</sup> NOVEMBER, 1898.

*Members present:*

The Hon. D. Melville | The Hon. J. A. Wallace.  
 A quorum of Members not being present at the expiration of half-an-hour after the time appointed for the meeting, the Members present adjourned the meeting until to-morrow, at Three o'clock.

THURSDAY, 1ST DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;		
The Hon. J. H. Abbott J. A. Wallace J. Sternberg		The Hon. E. Morey Sir A. Snowden.

William Charles Kernot examined by the Committee.  
The Hon. E. Morey here entered the room and took his seat.  
Examination of witness continued.  
The Hon. Sir A. Snowden here entered the room and took his seat.  
Examination of witness continued.  
The Committee adjourned.

FRIDAY, 2ND DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;		
The Hon. J. A. Wallace J. Bell		The Hon. Sir A. Snowden.

A. J. Arnot examined by the Committee.  
The Hon. Sir A. Snowden here entered the room and took his seat.  
Examination of witness continued.  
The Committee adjourned until Tuesday next, at Three o'clock.

TUESDAY, 6TH DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;		
The Hon. J. Bell J. A. Wallace		The Hon. E. Morey.

H. R. Mackay further examined by the Committee.  
The Hon. E. Morey here entered the room and took his seat.  
Examination of witness continued.  
William Stone examined by the Committee.  
J. H. Fraser examined by the Committee.  
The Committee adjourned until to-morrow, at Three o'clock.

WEDNESDAY, 7TH DECEMBER, 1898.

*Members present:*

The Hon. D. Melville		The Hon. J. A. Wallace.
----------------------	--	-------------------------

A quorum of Members not being present at the expiration of half-an-hour after the time appointed for the meeting, the Members present adjourned the meeting until to-morrow, at Three o'clock.

THURSDAY, 8TH DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;		
The Hon. J. Sternberg E. Morey		The Hon. J. H. Abbott J. A. Wallace.

R. G. Kent examined by the Committee.  
J. H. Fraser further examined by the Committee.  
The Hon. J. H. Abbott here entered the room and took his seat.  
Examination of witness continued.  
The Hon. J. A. Wallace here entered the room and took his seat.  
Examination of witness continued.  
The Committee deliberated.  
The Clerk submitted a return from the Secretary for Railways showing the number of trains leaving Melbourne on the various suburban lines.  
The Committee deliberated.  
The Committee adjourned until Tuesday next, at Three o'clock.



---

---

MINUTES OF EVIDENCE.

---

---

## LIST OF WITNESSES.

---

	PAGE
John Mathieson ... ..	1
Francis Rennick ... ..	4, 7, 10
William Alfred Holmes ... ..	17
Thomas Hale Woodroffe ... ..	20
Hugh Mackay ... ..	26, 44
Arthur W. Jones ... ..	28, 32
William Charles Kernot ... ..	36
Arthur James Arnot ... ..	41
William Stone ... ..	46
James H. Fraser ... ..	48, 49
Robert G. Kent ... ..	49

# MINUTES OF EVIDENCE.

TUESDAY, 15<sup>TH</sup> NOVEMBER, 1898.

*Members present :*

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,  
The Hon. J. Bell,  
The Hon. E. Morey,

The Hon. Sir A. Snowden,  
The Hon. J. Sternberg,  
The Hon. J. A. Wallace.

John Mathieson, Commissioner of Railways, examined.

1. *By the Hon. the Chairman.*—Would you prefer, first of all, to make a general statement on the subject of electric traction on railways?—It is a question that I do not know much about. We have heard a great deal about electric traction as applied to street railways and tramways, but not to railways, except what we have seen in the newspapers, which would not be sufficient to justify my making any statement to you. So far as electric traction on railways is concerned, I know of no case where it is in general use ; but, at the same time, if there is any information you think I can get for your Committee my services are at your disposal. To facilitate your inquiry in every possible way Mr. Rennick, Mr. Woodroffe, and Mr. Holmes are here to-day.

2. Do you think that starting this investigation now is suitable to the condition our railways are in at present. It is said that you are at a great disadvantage in having to roll up nine carriages from ten to four in the day with a very little traffic, while the trams run against you every two or three minutes picking up passengers. This morning I noticed a number of splendidly appointed carriages on one of your lines, one weighing perhaps 20 tons, and only three or four passengers came out at the point where I stood—the train had come up from the city. You are at an immense disadvantage in having to carry all this rolling-stock all day, and if it can be obviated by electricity, while carrying all your passengers and more, and giving a better service, that will be a justification for this Committee, and if it has your sympathy we shall have the details from your officers with your consent?—Any information our officers can give will be gladly furnished.

3. Have you an idea from your reading of the adaptability of two or three of your lines to electric traction by way of experiment?—No, I could not say that I could justify our adapting any of our lines to that, because we have to make our carriages suitable for any line, country or suburban, and therefore it would be hardly possible to adapt any of our lines in the vicinity of Melbourne for purely electric traction, seeing that our lines are all mixed with the general operations ; it would be hardly possible to select a line and say we could work that amongst our ordinary traffic ; besides, I do not think we have any data to go on.

4. You mean local data?—No, I mean experience in any country in the world where they are working a suburban traffic, such as ours, with electric traction.

5. You are aware what they are doing in New South Wales?—I know what they are doing in their trams, or in what is a street railway, but they are not doing anything on the railways. I also know that in Brisbane they have the trams equipped with electricity—I have seen a great many Brisbane people since they got electric traction power—the trams were worked by horse-power when I was there, and I believe the effect of the electric traction will be to work more economically than by horse-power, and to increase the revenue two or three times over.

6. Suppose you take the St. Kilda line ; have you at your fingers' ends the cost per train mile by the ordinary engines and the traffic?—I think that was gone into in 1896, but I cannot say anything about it myself—I think you had the figures before the Railways Standing Committee when you were considering the central station—Mr. Woodroffe can give you that.

7. Are you aware of the cost per train mile of any of the intercolonial street railways?—No, besides I do not think they would compare in any case—take the Sydney street railways, there they have a couple of cars and a motor—here we run a dozen cars besides the engine.

8. But that may be your disadvantage, if you have only work from ten to four for a very limited number?—There are other considerations—a railway is worked under certain regulations, a tram has a free road on which to run at any time. There are no signals, and there are a number of other things that would have to be considered that do not appear on the surface. Take St. Kilda ; once we have our new station, we shall probably have our cars run through from St. Kilda to Brighton or Elsternwick, or any of the other adjoining lines ; therefore, you see to lay down a rule that those cars should be fitted to work on the electric traction system only would practically mean they were not available for anything else.

9. There might be other lines?—But we want to avoid having anything but the one uniform system.

10. Are you not aware of all the examples that we have of electric traction?—Where?

11. Both in England and Ireland ; I have prepared myself a little on that?—What railway is that? I am speaking of railways as apart from street railways or tramways.

12. Electric traction is not necessarily confined to street railways. It is used largely on what is a railway proper; for instance, I have a list of them here that is taken from the *Age*. It says—"A more recent instance is the conversion of 34 miles of steam railway to an electric road"—That is a tramway.

13. Then, in Chicago, there is the Lake-street elevated road, as to which it says—"A very suggestive sight is the long line of steam-locomotives which the passenger sees rusting on a siding as he glides past them behind a noiseless, smokeless, sparkless, smell-less electric motor. Here, at least, the steam-engine has had its day"—That is a street railway.

14. Further—"Some individual lines are 40 miles in length, and it is possible to go from New York to Philadelphia, a distance of 90 miles, entirely in the electric cars. Very little inquiry is necessary to demonstrate the advantages electricity offers over steam, especially in places where a considerable population has to be served, and frequent train service is required, the same as the tram accommodation, every three minutes"—I think if the Government had the trams here the question of electric traction would come in. If we were in the position that Sydney is in, having to work the trams as well as the railways, there can be no doubt that electric traction would be the motive power we would adopt forthwith.

15. Do you see any real practical difference between a fenced railway to St. Kilda 3 miles long and a street railway—why do you call it a tramway in the one case and a railway in the other, are they not identical practically?—No; the one is worked under railway regulations and the other under street regulations.

16. Is there any real difference between a railway and a tramway, only that with the railway you have a fenced-in tram?—I do not know about that; but supposing you take the St. Kilda line as a case in point, then you are going to have another system adopted in the central station in addition to the one you have at present, if you run the St. Kilda line by electric traction. As far as I can understand from the evidence in 1896 given before the Railways Committee the cost of electric traction would be more than with steam-motors, but that is only hearsay evidence.

17. You seem to stick to it that there is a difference between a tramway and a railway—a street railway and the St. Kilda railway are identical in some respects?—Yes, they both convey passengers; that is about all you can say.

18. But would there be any difficulty about your managing the whole group round the city of Melbourne, 40 or 50 miles of suburban railways, with electric traction?—I do not know what all the difficulties would be, but there would be a great many.

19. Do you see any real practical difficulty in putting an overhead trolley up and working your railways from your power-house in Spencer-street?—There is no power-house in Spencer-street, but money will do anything; we are erecting an electric lighting plant.

20. Do you see any difficulty in connecting this power-house, providing the machinery is put there, with any two or three of your railways, or all of them within a 4-mile radius of Melbourne?—I do not think there would be any difficulty in connecting them, but it is another thing to recommend it. I could not recommend a thing that would be taking a leap in the dark. You must bear in mind that it would not do for the Department to spend £200,000 or £300,000 on cars for one line. The cars have to run on lines into the country as well as on the suburban lines.

21. Why not have a separate car service?—It would be quadrupling our stock, because many times we have to take the cars off the suburban lines to run into the country.

22. I do not mean converting the present carriages for that?—Then you would require to provide new plant for the electric traction.

23. Are you really satisfied with the condition and prospects of your system of suburban working and its earnings?—It is a very difficult question to answer; but, of course, I have to rest satisfied with a great many things until I see how I can improve them.

24. If our investigation shows you that there will be an immense advantage to the public in three-minute trains to St. Kilda, or to Glen Iris, on the Collingwood line, on the Port Melbourne line, and possibly the Williamstown—if you are running now at 2s. a train mile, and the thing can be done at 6d. a train mile, and giving all those advantages, it would meet with your approval?—I would be only too glad then to consider it as favorably as I could.

25. *By the Hon. J. A. Wallace*.—If you saw there was a better and cheaper service, would you apply it?—Of course it is a question of funds to carry out such things. The question of its adaptability would require to be proved first, and the question of funds considered by the Government after.

26. *By the Hon. the Chairman*.—The article goes on to say:—"An ordinary steam locomotive will burn from 8 to 10 lbs. of coal per horse-power. One of the big stationary condensing engines of the most modern type will not burn more than 1 lb. of coal per horse-power, so that a primary advantage of electricity is the economy of its application." Then, after giving the comparative details, it sums up:—"It follows, therefore, that the cost of repairs in the electric locomotive would be far below that of the steam locomotive, in support of which it is stated that the electric motors operating on the London Underground Railway ran 60,000 miles without costing a penny for repairs"—If I may use the expression, that is simply "down-right rot." It goes without saying that 60,000 miles run without maintenance could not be done.

27. *By the Hon. J. H. Abbott*.—This was in a newspaper?—They will put anything in a paper—you must not take a bald statement like that.

28. *By the Hon. the Chairman*.—That is a very sweeping way of disposing of a powerful argument?—If they had put it comparatively, but any one knows that 60,000 miles cannot be maintained on any system without a degree of friction—there must be cost for maintenance—it does not say what the tractive power is.

29. I am giving you the facts?—They are not "facts"; they are simply statements put in a newspaper.

30. In any case, even if you treat it as a figure of speech, you know that approximately the repairs on the electric lines are the merest bagatelle?—I do not know anything about them, but I am sure that, on any system of traction working out 60,000 miles, they must have a considerable amount of repairs and maintenance charges.

31. It says—"Instead of having to concentrate all the weight required for traction on to from two to four driving axles, as in the case of a steam-engine, each car may be equipped with its own motive

power, so that the power required may be apportioned to the number of vehicles composing the train. This avoids the great wear on the permanent way inflicted by heavy steam-locomotives, and makes it possible to work with a lighter line generally, including lighter bridges and heavier grade." Is that an advantage?—In some respects it must be, but you must bear in mind that we have to work goods traffic over all our lines, and they cannot be built the same as the toy lines you talk of.

32. "In the busy parts of Boston most of these lines are overhead, but in the suburbs, and stretching out into the country, they occupy the thoroughfare in the same manner as the cable trams in Melbourne. There are stopping places, but no elaborate station buildings; no station staff at every half-mile, with two station-masters, three porters, and booking clerks; no signaller or signal-boxes; no fencing; and a minimum of wear and tear and breakage as compared with steam railways. Seldom do more than two cars form a train, and the only staff on board are a motor man and a conductor," is that a more economic method?—I do not think so. We run from ten to twelve cars in a train, though we have an extra man; a driver, fireman, and a guard.

33. We can make a comparative statement, will you give the Committee the cost on each of the suburban lines and the number of passengers between ten and four?—If you want a statement we must have time to make it up.

34. Do I understand from you that you see no economic advantage at present in transforming those suburban railways up to 5 miles?—No, I do not, and I think it would be squandering money, because you would have to maintain both systems. It would be no advantage to the Department to maintain both systems for 5 miles.

35. Can you continue against the competition of the trams and pay?—That is another matter—it depends on what the trams are going to do.

36. Take the system you are now managing, the suburban system round Melbourne for 10 miles—what is the estimated profit or loss on that?—I do not think there is any loss, but I could not tell the profit exactly.

37. That is, on the suburban system, taken as a whole, you do not think there is any loss?—No.

38. Can you supply us with the figures?—It would be rather difficult to give them—I do not know whether any such statements have been prepared in the past, but if you let me know what you want we will do all we possibly can to get it for you.

39. Then you have not given the subject very deep consideration?—As far as the information we have goes, we have nothing before us to lead us to form an opinion that would enable us to say that we could work our trains with electric traction cheaper than with a locomotive, and I know of no railway in the world that has adopted electric traction, pure and simple. The street railways have, and in the case I gave you it has been a wonderful transformation in Brisbane, not only as a great assistance to the city, but as a paying investment.

40. There is a difference only between us in terms—you choose to call everything that is electric a tram?—Not at all. I only call a street railway a tramway.

41. The International Railway Congress does not call them tramways. "The application of electric power on trunk lines" is the subject of the investigation. The writer instances the Niagara Falls Park and River Railway, 12 miles long, with a maximum speed of 30 miles an hour. Also the Baltimore tunnel, a section of the Baltimore and Ohio Railway, which it was found desirable to work electrically?—That is a tram. They simply change their names from tramway to street railway. In that case of the Baltimore line they have two very heavy motors; they are practically engines built to carry traffic in a tunnel 3 miles long, where the ventilation was very bad and the expense would be a prodigious thing, but it was done for a special purpose. In place of crossing on a ferry they built a tunnel of 3 miles underneath the water, and put those motors there to draw their goods traffic through.

42. While you are under that impression, I must try and remove it. The next instance is the Nantasket Beach Electric Railway, which is 7 miles long. Then there is the Liverpool Overhead Railway, 6½ miles long?—I know that line.

43. You seem to wish to impress us with the idea that electricity is only on streets or roads?—Give me a single solitary case otherwise.

44. The City and South London Electric Railway, 3¼ miles long, a double line; have you heard of that?—Yes, and the metropolitan people have power to use electricity if they find it suitable. Those are little toy lines that are connected with nothing; they run a service backwards and forwards.

45. Is the Blackpool and Fleetwood line, which is 19 miles long, connected with nothing?—No; it is simply between two ports on the coast of England, and gives a nice service along the sea. I call that a street railway. In England the suburban city residences are contiguous for miles together.

46. The City of South London gives the miles travelled and the cost per train mile at 6½d; the Liverpool Overhead Railway is given at 3·84d. per train mile. Furthermore, this is established, those low prices run from 2d. up to 10d. by electricity; in the face of that, do you think that it is not a fair thing for the people here to expect the management to attain the development that is being attained in England and America?—You have not given a case in point that compares with what we have here; not one of those cases could be put in comparison with our case. For instance, the Liverpool Overhead Railway runs along the docks, and is connected with nothing; it is simply a suburban and omnibus traffic. The line between Blackpool and Fleetwood is, I fancy, nothing more nor less than a tramway extended between the two places, and it is a splendid service, I have no doubt.

47. They bought out the tramway and made a railway of it?—Possibly.

48. The first 40 days' traffic has yielded them not only a profit on their capital but £152 a day income, and the directors are eminently satisfied with their experiment?—That is a similar case to the one in Brisbane—they are doing exceedingly well in the same way.

49. I am astonished that you, as the manager of the railways, think that electricity is merely now the proper thing for little towns; whereas, it has made an inroad on the suburban railways?—On the tram lines it certainly has, but as I have told you before, no railway in the world has adopted it in the sense that it is a railway that deals with the traffic of goods and passengers. If you will give us the cases in point in which you say it is so, we will be glad to take the information you can supply.

50. When we examine your Engineer-in-Chief, who, I believe, is aware of those railways, I think his evidence will disabuse you of some of those notions, because if, as you say, there are no railways of

any moment worked by electricity, it would be an argument against our investigating this matter?—I shall be much surprised if you can adduce any case in the civilized world where they have adopted electric traction except in street railways, or dealing with an omnibus traffic.

51. *By the Hon. J. H. Abbott.*—Do you know of any reason why electric traction should not supersede steam—have you considered it sufficiently to think that in the future it is not possible?—I think the future has great possibilities, and, as the Chairman knows, I think that electricity is making great strides, and that probably it will not be long before we are indebted to electric traction as a means of dealing with our business, but so far nothing has come before me to justify our launching into expenditure to alter our system—we do not want two or three different systems. I do not think we could so impress the Government to give us money to experiment on a line when we have the examples of other countries. I am told that it is a perfect pleasure to see the electric tramway in Brisbane; it runs about 15 miles an hour and does a wonderful business, but that is a tram and they deal with the ratepayers, but our great difficulty is we have the lines equipped and the stock, and electric traction would be another cost on to that. You would have to spend a large sum of money to enable you to do it on our lines, so that it looks to me as if it would be better to await events in other countries. No doubt this is a matter that is just now taking up a great deal of the attention of electricians with the view to dealing with electric traction in a paying way; in every paper one takes up there is something about it.

*The witness withdrew.*

Francis Rennick, Engineer-in-Chief of the Victorian Railways, examined.

52. *By the Hon. the Chairman.*—You heard Mr. Mathieson's evidence; you have given some attention no doubt to the question of electric traction on railways?—My knowledge of electric traction is purely from reading and inquiry. I have no personal experience on the subject beyond having ridden once or twice on an electric tram, but I know that for street railways and for local passenger city and suburban traffic electric traction is forging ahead, especially in the United States, and to some extent in Great Britain; and for a street tramway or street railways, as they universally call them in America, it is practically superseding all other traction in towns of any considerable magnitude and for large populations.

53. Why has it done that?—The people who were interested in electric traction and providing electric apparatus are very energetic people, and they are pushing it in all quarters. Now, whether it is the best method of traction for suburban passenger traffic and for street railways is perhaps a moot point, but from the fact that it is becoming almost universally adopted, my own opinion is that it must be, but that is not altogether settled to the satisfaction of everybody. Bearing on that question, I will just refer to a technical journal—the *Railway World*, September number of this year. On turning this over I come to an advertisement of a new method of traction called “stored steam-motors,” or the “Dodge system of railway motive power.” It says—“Motors charged with hot water from stationary boiler—self-contained power—no noise nor show of steam, smoke, sparks, or cinders. Locomotive mechanism is unequalled for moving cars. This system represents the evolution, development, and perfection of the locomotive; will surely supplant it; and is unqualifiedly the simplest, most durable, most economic, and thoroughly scientific system of car propulsion ever devised. Motive power (cost at car wheel) per car mile costs per car mile with electric systems about 6 or more cents per car mile; Manhattan L steam-locomotive” (a line about 36 miles long which carries more passengers than any line in the world) “2½ cents; Dodge stored steam system, 1 cent or less.”

54. There is no application of that anywhere?—Yes, I believe there is. I only refer to this to show that electric traction has not been recognised universally as the best method.

55. In that paper will you refer now to the Blackpool and Fleetwood line?—Yes; it is called “The Blackpool and Fleetwood electric tram road.” It is 19 miles long.

56. What are the general particulars?—I have read this. There is a plan of the line—a full description of the gradients and its equipment.

57. Is it a success?—It appears to be a great success; but it is new, and it has not been proved.

58. You are aware that the directors have given an account of the earnings for the first 40 days?—Yes; there are full particulars in this. It says—“Their satisfaction with the excellent manner in which the contractors, both for the permanent way and electrical equipment, have carried out their work has been, no doubt, further increased by the excellent receipts of the tramway. From 14th July to 22nd August the total mileage amounted to 52,965 miles, and 288,930 passengers were carried, the receipts amounting to £6,096 17s. 10d. The average earning (for 40 days) was thus £152 8s. These figures are the record of the busy season at Blackpool, when the town is thronged with holiday-makers eager to experience all the novel sensations which the watering place can offer; but, as the season is a long one, and there are always a good number of visitors, the prospects of the undertaking are most encouraging, and should promote similar undertakings in the vicinity of other sea-side resorts.”

59. What is the governing pace?—I have no doubt they can go on a tramway such as that at 30 or 40 miles an hour. It has been done and is being done on electric railways of 20 or 30 miles in length; that is, independent railways fenced off from all other traffic, where it is safe to go at a high speed.

60. Would you punish a man for calling that a “railway”?—No, I should call it a railway.

61. You think that is a railway?—Certainly, and I would adopt the American system of calling them all railways.

62. What is your opinion on this question—is it the proper time now to open up the question as to whether we should equip any of the lines that you know—the St. Kilda, the Port Melbourne, or any of them—with electricity. Would you name a line that would be suitable as an electric line?—I consider the time is ripe for a thorough inquiry and investigation into the subject of electric traction. As to its being applied to passenger and suburban traffic it is quite time a thorough investigation was made. The subject is receiving very great attention in America and in Great Britain.

63. And you want it to be attended to here?—I think the inquiry that this Committee has commenced ought to be fruitful in good, if it is made thorough, and if you spend plenty of time in your inquiries; but as to the propriety of the Government equipping any of the existing suburban railways with electric traction, with our present knowledge and with the knowledge of other parts, I do not think it would be wise to do it at present. I agree with Mr. Mathieson that we should wait until the experiments

that are being made in populous countries and in Great Britain are further advanced, and until we see the results of their investigation. For instance, on the underground railways in London the companies are investigating the subject of electric traction for the working of those lines. Those are all tunnel lines, and therefore there is very great reason for the adoption of electric traction if it can be carried out as cheaply as steam traction on those lines, because you avoid all the nuisance of smoke and fumes and unpleasant smells in the tunnels. But we have no such cases on our suburban lines here, and it is a big question if we are to supersede steam by electricity on those lines. We have about 75 miles of suburban railways on which there are 540 daily trains that start from either Prince's-bridge or Flinders-street, and the rolling-stock for that suburban system must have cost something like three-quarters of a million of money, so it is no small question to propose superseding that rolling-stock and introducing new stock at perhaps as great a cost. Before the Government proceed with an undertaking of that sort a thorough inquiry is necessary, and, in my opinion, we should have experiments of older countries to justify us in making such a change.

64. *By the Hon. J. Bell.*—You are aware that it is in contemplation by Parliament to pass a Bill to extend railways to Collingwood?—Yes.

65. Would it not be a good time to test the question on the new line?—I do not think so. I do not think we are ripe for introducing it on any large suburban system, because, if the Collingwood line is built, we have practically sufficient rolling-stock to equip it right off—very little new stock will have to be bought—and, besides, in the new electric rolling-stock a considerable expenditure would be required for providing a power station and equipping the line electrically for the new traction. If we were ripe for introducing electric traction, of course a line could be constructed at once for the purpose, but under our present conditions I would not advise it.

66. Then you think that this inquiry will be valuable even if electric traction is not adopted at once?—I think it should be valuable if it is made exhaustive, and that you get reliable information from older countries. I very much doubt from my knowledge of electric traction, as applied to railways, whether the present suburban lines could be worked cheaper by electric than by steam-locomotives. I think it is highly doubtful, and where you hear of those low rates per car mile, or per train mile, it means in countries where labour is very much cheaper than it is here. In America and Great Britain it means that the trains consist of one, two, or three cars at most, whereas we run nine and ten cars in a suburban train, with 500 or 600 passengers, at the busy times of the day. For those local services that we hear about on electric railways and tramways the trains consist of one, two, or three cars, with perhaps from 40 to 100, or, at the most, 150 or 200 passengers. The cost of working per car mile or per train mile on such lines varies, according to my reading, from 6d. a car mile to 15d. or 18d. a train mile where the train consists of two or three cars. If you take it at 6d. a car mile and multiply that by nine or ten, the number of cars we run in our trains, it would justify the expenditure per train mile on our suburban lines of something like 5s.; that is with labour at the same rates as obtain in those countries I refer to; but our labour is from 30 to 75 per cent. dearer than in those countries, and we run our train miles at the rate of something like 3s. 6d., and under those conditions I think it is very doubtful indeed whether the substitution of electric traction would conduce to economy in running. Personally, I would like to see electric traction applied to our suburban system; I think it would be a more comfortable and pleasanter mode of travelling—we would avoid the smoke and grit from the engines, and also benefit by having a much more frequent service. Probably our income would increase on that account; but I do not think that, as a matter of fact, we could carry per passenger mile cheaper than we do at present, nor so cheaply.

67. *By the Hon. the Chairman.*—You say the cost is 3s. 6d. per train mile?—Yes, to 4s.

68. *By the Hon. J. Bell.*—That is a very great difference between 6d. and 9d.?—Yes, but in one case you have one car and in the other ten.

69. But from ten to four in the afternoon it would not be necessary to have that number?—They say it is, and if it is not necessary to have nine or ten cars why do they run them? I know a train on the average does not fill; the two busy times are the morning and evening, coming into town and returning, when the trains are filled.

70. If the trains were more frequent it would not be necessary to have so many carriages?—Certainly.

71. And that would be one of the great advantages of electric traction, so the cost per train mile would be reduced?—Yes, but then you would have only one-fourth the number of passengers in a train, and your income per train mile would be reduced in proportion.

72. Is the present rolling-stock entirely unsuitable for the adoption of electric traction?—I do not think it is, although, as I told the Committee, I have no personal knowledge of electric traction beyond having ridden on the electric tram. I think from what I know that our present rolling-stock could be used with electric traction just as well as it can with steam traction.

73. *By the Hon. Sir A. Snowden.*—Not the engines?—No, the carriages. Supposing it were desirable to run single motor-cars electrically, there is no reason that I know of why the present bogie carriages could not be converted into electric motors. It might involve the changing of bogies in the course of equipment with electricity, but as far as the seats and the accommodation for the passengers are concerned, there is no reason why the carriages should not be converted into electric motive cars. If you used long trains of four or five cars for electric traction you would require an electric locomotive similar to the steam, only adapted to electric traction, and those would be practically as heavy to do the same work as steam locomotives. The only difference would be you would save the tender and the coal and water you carry; but in other respects they would be practically as heavy. From experiments of electric locomotives I have read about for producing the same power, they are just as heavy as steam-locomotives. With a steam-locomotive of 65 tons weight you can work up to 1,000 horse-power. To equip an electric locomotive for the same power you would have to make it approximately 65 tons, but you do save the tender and the fuel and the water.

74. What would be the weight of the fuel and the water and tender for an engine of that power?—It would weigh 35 or 40 tons for a long country journey.

75. *By the Hon. E. Morey.*—What would be the weight for running round the suburbs?—I think the engines weigh something near 50 tons, but of course they carry their own fuel and water on the same wheels. To supply an electric locomotive for five or six cars instead of ten you would probably require 25 or 30 tons weight.

76. *By the Hon. the Chairman.*—But with the ordinary trolley system—the overhead system does not contemplate that?—For single cars—that is, for one-car trains—a motor-car, they weigh from 12 to 15 and up to 20 tons fully equipped. The power of the motor varies from 10 to 50 horse-power, and they weigh up to 25 tons for large cars to carry from 70 to 100 passengers.

77. It appears there is shortly to be a tremendous outlay in new rolling-stock, something like £200,000?—Probably.

78. When you talk of three-quarters of a million, will not that be always a deterrent to a change?—I do not think so, if it is proved that electric traction is better and cheaper than steam traction. That £750,000 worth of rolling-stock would be gradually transferred to the outer country lines.

79. Is it not proved that electric traction is not only cheaper, but has other advantages?—For street traffic I grant it. It is proved that electric traction absolutely is the best for that, but for heavy suburban traffic, in long trains, at high speeds, it has not been proved yet.

80. Your traffic would be trumpery compared to some of the street traffic in some of those places?—The street traffic is a slow traffic, 6 or 7 or 8 miles an hour. For such traffic as that you run the cars one after another within view at half-minute or one minute intervals, but if you have to conduct a traffic at 15 or 20 miles an hour and stop at every half-mile station, and get up a speed of 40 miles an hour, and make your speed between the stations, it is a totally different thing. We have to run 40 miles an hour between stations in places, with our suburban trains.

81. Take the Collingwood line, £48,000 for new rolling-stock was returned by your Department as required for 2 miles of new railway?—That £48,000 is for the whole service—the Collingwood service—that goes as far as Middle Northcote.

82. If you have new rolling-stock in contemplation for the Collingwood line—?—I do not know that the Commissioner contemplates spending that on new rolling-stock; he only gave you the value of the rolling-stock that would be required on the line.

83. He has not specified that; he says that will be required?—That would be the value of the rolling-stock to work the line; but I am under the impression that most of that already exists. At present we have more rolling-stock than traffic to fill it.

84. Suppose the 75 miles of railway were all to be re-made, would you do it with electricity or steam?—I would make a thorough inquiry first. I have not sufficient knowledge to make up my mind; I would have to inquire further before I did so; but if I could equip it electrically as cheaply as by steam I would certainly do it for electric traction. I speak now of suburban traffic.

85. Do you think that we shall be able to get into a better position as to competition with trams unless we give a better service?—I am not perfectly clear, even with steam traction, whether it would not be advisable to reduce the size of the trains and increase their number, and we would certainly compete better with the trams if we did so.

86. Take the Port Melbourne, the St. Kilda, and the Coburg lines, in the position they are in between ten and four, how can they be remunerative?—That is a traffic question I am not competent to answer, but I say certainly it is highly foolish to run empty trains of nine or ten cars if a lesser number would suffice for the traffic.

87. *By the Hon. J. H. Abbott.*—Can you suggest any sources of information that are open to the Committee from which to obtain such information as you refer to?—For the results of the working of the American street railways, that is, for the statistics and for the annual accounts of the periodical receipts and expenditure, there is a publication called Poor's *Railway Manual of American Railroads*. You will find street railways dealt with specially; any cities of more than 25,000 inhabitants are contained in that book, and it gives all the particulars that the companies publish. You can get that up to last year. Then for railways in England you have the British Board of Trade reports, and the reports of the individual companies that work the lines, published from time to time in the technical journals such as this *Railway World*. For instance, take the Liverpool Overhead Railway, the statistics for six months' working are here—"Report for the half-year ending 30th June, 1898." From time to time such publications as these publish the reports of all the companies, their receipts and expenditure, and a lot of information could be got from such a source as this.

88. Are there engineers in the other colonies who have had to do with electric railways in other parts of the world?—I know one who could give a lot of information, and who has made a special study of the subject—the Engineer for Railways in New South Wales, Mr. Deane. He took a tour to England and America two years ago, and was commissioned by his Government to inquire into trams, and especially electric traction, and he did so, and wrote a report, of which you may have copies. He sent a number over here. He was also commissioned by the Government to convert the Sydney steam tramways into electric traction ways, and I believe you could get more information from him than from anybody else I know of.

89. *By the Hon. the Chairman.*—Is New South Wales doing this by contract with an English company?—No; under their own engineers and by local contracts.

90. What position does Mr. Callander hold?—Perhaps he is the electrician. I know they have one. Mr. Deane is advising the Government in the whole matter as Engineer-in-Chief.

*The witness withdrew.*

*Adjourned to to-morrow, at half-past Three o'clock.*

WEDNESDAY, 16TH NOVEMBER, 1898.

*Members present :*

The Hon. D. MELVILLE, in the Chair ;		
The Hon. J. H. Abbott, The Hon. J. Bell,		The Hon. J. A. Wallace, The Hon. J. Sternberg.

Francis Rennick, further examined.

91. *By the Hon. the Chairman.*—Do you know any individual line with the overhead trolley system ; will you tell us what you think of those electric locomotives ; they have been experimenting with such traffic behind them as 2,000 tons ; we want a real illustration ?—I cannot recall the names, but generally I know that in the United States they are equipping lines from 20 to 40 miles in length, connecting large populations, for electric traction to be worked in just the same way as we work our suburban railways. Of course the greatest work in Great Britain going on at the present time is the construction of the Central London Railway ; that is all underground, in a tunnel. It is to be six or seven miles in length, and to be equipped for the service of trains with six or seven cars run by electric locomotives, but that is not working yet.

92. You have studied the question of that railway ?—Yes.

93. What advantages will it bring ?—In a tunnel line, electric traction is almost essential if you want to avoid the nuisances of the vapour, the smoke, the grit, and the dust. Even though electric traction might cost a little more than steam traction, in such a case any company would be justified in establishing it.

94. Will the traffic be a great one there ?—It will be a very large passenger traffic on that line. The Baltimore and Ohio railway has a tunnel underneath the Ohio River, some miles in length, and they have equipped the line for electric traction to be worked by very powerful locomotives, weighing something like 100 tons each, to work up to about 1,500 horse-power, to haul trains up gradients of 1 in 70, long trains of something like 1,500 or 2,000 tons. Those trains would be composed of goods waggons and steam locomotives, hauling them on the ordinary portion of the railway. The whole train, including the steam locomotives, is hauled by one of those enormous electric locomotives, and the service is a very effective one as far as I have read, and justifies the expenditure in equipping the railway.

95. Are there any others that you think of—is there not a celebrated one, an engine called “ the Heilmann, 8001 ” ?—That is on a French railway, the Paris and Orleans. It is a peculiar locomotive ; the electric force there is enormous. The whole locomotive weighs over 100 tons, and the electric current is generated on the locomotive by means of the usual steam-engine and a dynamo.

96. Do you know what tonnage of goods that engine pulls behind her ?—It is a very heavy train, though I think it is recognised that it is an inefficient system of applying electric traction.

97. It satisfies us that electric traction is capable of drawing enormous goods waggons ?—Undoubtedly. Electric locomotives, if made powerful enough—and they can be—will haul as big trains as steam locomotives, and they can go at any pace that a steam locomotive can travel at, providing they are made sufficiently powerful, and they can be and are. You can equip an electric locomotive that will travel from 60 to 80 miles an hour in front of the train.

98. That settles the question as to the application of electricity to any of the purposes of a railway ?—Undoubtedly ; if it can be shown it is cheaper and better.

99. Your departmental point of view is that, without any doubt whatever, electricity can do the work ?—Undoubtedly ; I have not the slightest doubt on that question.

100. *By the Hon. J. Bell.*—You say that electricity can be applied successfully to heavy engines ?—Yes.

101. Would it cost much more money to apply electricity in the place of steam for heavy work ?—If you have only a few trains to run on a railway, electric traction, as brought up to date, is unsuitable—that is to say, it would be too costly. If you have an enormous traffic it is quite possible it could compete with steam traction ; but for a few trains on any railway, whether the trains are heavy or light, electric traction, in my opinion, is out of the question as regards economy.

102. Then it is only in cases where there is very heavy traffic ?—That is so—that is the result up to date.

103. *By the Hon. J. A. Wallace.*—You mentioned as to the electricity used in a tunnel ; does it cost more than steam ?—I do not say it does ; but it would be justified under those circumstances even if it did.

104. As to the haulage of goods trains, I suppose passenger trains of 1,500 tons are the same as goods trains—passenger trains can be carried on the same principle ?—Yes. The electric traction has been applied more generally to the passenger service than the goods service up to date, but it can be applied equally to both. If you equip for electric traction it is very costly, and if you do that for 100 miles of railway where there are only 2 trains a day required you would be throwing your money away, because you could do it so much more cheaply with steam.

105. *By the Hon. the Chairman.*—What are the disadvantages of steam as to a tunnel ?—A furnace or a locomotive gives forth smoke and vapour, gases which choke the people, or have that tendency more or less, and are very unpleasant ; then there are the grit and particles of unconsumed coal that escape through the chimney.

106. Is there not a throat disease that affects the drivers ?—I cannot say. When we left off yesterday I was mentioning some people I knew of whom it would be advisable for the Committee to examine. Besides Mr. Deane, whom I mentioned, there is Professor Kernot, of our University, who has not only studied the subject, but has spent plenty of money over electric lighting in the city. He is the chairman of the electric lighting company ; in fact, he constituted the company himself, and has been at it for fifteen years. He has spent his own money, and, perhaps, some of other people's as well, so he has actually gained experience and paid for it, and he has studied the subject theoretically as well. No doubt you would get valuable information from him, especially about the cost of the power-house equipment and the cost of motive power for electric lighting or electric traction.

107. Is his experience up to date?—I know he is a great student and great reader, and very little information in engineering escapes his attention, and I should expect to find him more up to date than myself. Then there is Mr. K. L. Murray, who was head of the telegraph branch in the Victorian railways, and also a Railway Commissioner. He made a tour through Europe and America in 1890–91, and he is an electrician. No doubt, there are others in the Railway Department who have made a special study of electricity. Then there are the representatives of the electric manufacturing companies in the city and in Sydney, who represent English and American companies, and who would, no doubt, be glad to give evidence.

108. *By the Hon. J. H. Abbott.*—Are the latter not more employed in electric lighting than electric traction?—No doubt, but the motive power-station would be similar in the one case to the other. Then there is another point, I think the Committee would be wise to have an expert officer from either the Railways or from outside to compile the statistics connected with electric traction; they are to be found in the various technical journals, and if those were compiled in an intelligible form they would be of great assistance.

109. Are you not doing that at the Railway Department?—Certainly not.

110. Is it no one's official duty to take note of what is going on in the world?—I am not aware that it is, but I have no doubt there are several officers in the Railway Department well qualified to do this compilation, and it would be of very great use to the Committee and the Department.

111. *By the Hon. J. Bell.*—I suppose there are journals published in Continental countries as to this matter; do you get those?—I am not aware that we get any technical journals except those published in English.

112. *By the Hon. the Chairman.*—Have you any other notes?—You read out of a newspaper yesterday that a locomotive took 8 lbs. of coal to produce one horse-power in an hour, and that those engines that were used for producing electricity in the central stations worked with 1 lb. of coal; now, as far as my knowledge goes, that is altogether wrong. A locomotive will produce one horse-power per hour, if properly constructed, with about 4 lbs. of coal, and there are no power stations (at least, if there are they are the exception) worked anywhere in the world under  $1\frac{1}{2}$  to 2 lbs., and more often between 2 and 3 lbs.—that is, the power-houses where they produce electricity. A locomotive produces the power at the spot where it requires to be used, and the only loss between the piston and the wheel is the loss through the friction of the connecting machinery, which would seldom exceed 10 per cent., so you get 90 per cent. of the power produced in the cylinder applied to the wheel; whereas with electric traction, though you produce your power per horse in the power-house so economically, the result at the wheel where you want to apply it to the motor-car would be reduced by probably one-third or even up to a half, so that you would not get more than 50 or 60 per cent. efficiency on the wheel out on the line where you want to apply your power to your traction; so you see there is a great difference between the statement of 8 lbs. and 1 lb. and what I am telling you now.

113. Say at the power-house, coal will produce what?—There is no simpler unit to an engineer than "one horse-power per hour," electrical or mechanical—a horse-power in mechanics is recognised to be so much. The boiling down of the thing is this: That the horse-power applied to the wheel of a steam locomotive will require a little over 4 lbs. of coal; for electric traction it will require probably 3 lbs. of coal, so there is not a very great saving in that respect.

114. But you have to take into account the altered conditions—you are dragging your water and fuel with you in an enormous tender?—That, of course, is a detriment as compared to electric traction—to produce power through a steam locomotive you have to drag your supply of fuel and water and make your power as you proceed.

115. *By the Hon. J. Bell.*—How do you make the difference then between 9d., as you told us last night, and 3s. 6d. as the cost of the working of the two different systems?—Because one is to haul one car one mile, and the other to haul ten cars one mile—the one is doing ten times the work of the other. A locomotive works at a disadvantage as compared with a stationary engine; a locomotive will consume 4 lbs. per horse-power per hour produced, whereas a stationary engine of the very best type set up in the very best manner will work with from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  lbs. of coal to the horse-power, and, of course, the electric traction is produced by the stationary engine in the power-house. A fair way of comparing the cost of power for any system of traction would be to do it, supposing it is for passenger traffic, at per passenger mile. It is generally quoted at per car or train mile, but unless you know the relative capacity of the car or the train you are quite at sea. When you quote that the power is produced in the power-house at so many pounds per car mile, and compare it with the power to run a train mile of ten cars, you have always to keep in consideration the capacity of the two things—one is one car hauling 40 passengers, and the other is ten cars hauling 400 or 500.

116. *By the Hon. the Chairman.*—But the calculation has also another element—you are providing always that your nine carriages are reasonably filled and occupied?—Yes, and providing always that your one car is reasonably filled.

117. But if you are engaged in hauling a lot of dead weight—what would be the dead weight of your nine carriages and engines?—Our suburban trains would average perhaps 200 tons inclusive of the engine.

118. What is the dead weight of one carriage on an overhead trolley?—An electric motor-car, equipped on the best modern lines to carry 40 or 50 passengers, would weigh between 12 and 15 tons.

119. The absurdity of the Victorian railways is that from ten to four you have never any more than the 40 passengers?—We pay good salaries to the managers of our railways, and I do not suppose they work them in a wasteful or inefficient manner; they provide only sufficient cars for the traffic.

120. You are not disposing of a fact that is so apparent on the railway lines between ten and half-past three. To-day I came in with three passengers in nine carriages, and it is the same everywhere else, so you have the 200 tons with 500 passenger-power against 15 tons with room for 40 passengers—you understand that point?—Thoroughly; but whether you run ten empty cars one train an hour or one car ten times an hour empty it just comes to the same thing. I admit at once that with small trains your waste space is less than with big trains.

121. *By the Hon. J. H. Abbott.*—Is not the shunting of the big trains costly?—No doubt. You have to consider this also, that any railway is limited in capacity for conveying traffic, and if you had under

the present system trains of ten cars running at five-minute intervals on some of the lines you could not possibly convey that traffic in a train of one car because you could not despatch the cars quickly enough, that is, at the busy time, so that you would have to group cars and make trains even with electric traction. Under such circumstances as those, you might reduce them from ten cars to five, and so save some services.

122. From your experience, what is the life of the rolling-stock, is it ten or eleven years?—Mr. Woodroffe probably will tell you that we have engines 30 or 40 years old; they are not composed exactly of the same precise particles and material they were originally built with, but the frames have been kept up; they have new boilers and pistons probably. They are the same engines.

123. In railway parlance what is the life of the thing?—The life of a locomotive, well built, would be about twenty years. In the same way the life of the cars will be, if properly maintained and repaired, twenty years.

124. When you say "properly repaired" you are literally re-buying them?—Probably, you will have the same axle and wheel, but with new tires.

125. This single electric carriage, say, on the St. Kilda line, would be running at 4d. to 6d. a train mile?—I do not think that you will establish electric traction in Victoria at any such rate per car mile as that. That would be the lowest rate, in any country in the world, where wages would not be half what they are here, and where the hours of working are much longer. The cost of equipping for electric traction the 75 miles of suburban railways—I will mention the traffic I refer to called "suburban," the Williamstown, Coburg, Preston, Heidelberg, Oakleigh, Brighton, Essendon, Box Hill, Glen Iris, Port Melbourne, St. Kilda, and Kew are essentially suburban lines, and fully the length I mention, 75 miles, and it is on those lines that the number of trains that I quoted as leaving Prince's-bridge and Flinders-street daily run the 540. I have seen the estimate prepared by expert electrical engineers for providing electric traction on  $5\frac{1}{2}$  miles of our suburban system, and the proposal was to introduce entirely new rolling-stock. That estimate was something like £70,000 for the  $5\frac{1}{2}$  miles; that comes to £14,000 a mile. I refer to the St. Kilda and Port Melbourne lines.

126. That equipment meant what?—The whole electric equipment for working those lines, with a frequent passenger service including rolling-stock, power-house, and everything complete.

127. Did it separate the cost of the power-house from the other?—I think so—you can get all that information by applying to the Department. That estimate was made about two years ago.

128. Was it up to date?—It was supposed at that time to be quite up to date.

129. But it is not now?—No, I believe that improvements are being made daily in electric apparatus. Now, if you take even £10,000 a mile to be applied to the 75 miles, that would be £750,000—that would be just the value of the present rolling-stock, and you could not possibly equip the 75 miles for electric traction and provide new rolling-stock for that figure. So if you wanted to provide new rolling-stock it would probably cost something like £13,000 or £14,000 a mile, because we have busier lines than the St. Kilda and Port Melbourne—the Hawthorn system is a very busy one, and the Brighton system too.

130. Take the St. Kilda line by itself?—I am quoting the general figures now, but you can get the details from the Commissioner of Railways. He referred to that in his evidence yesterday.

131. *By the Hon. J. Bell.*—Would not the rolling-stock representing £750,000 be used on the country lines?—I think it could be used in electric traction in equipping the suburban lines; that is my individual opinion, but I am not an expert. It would mean a million of money to equip the 75 miles including new rolling-stock for electric traction.

132. *By the Hon. the Chairman.*—Could not you take the Port Melbourne and St. Kilda lines and make an approximate estimate?—There is full information about that in the Railway Department as regards that proposition made in 1896.

133. Would it not now be reduced about 50 per cent.?—I think not, nor 10 per cent.

134. What about the Blackpool and Fleetwood electric tram road, a distance of 19 miles, and the cost?—You see our suburban traffic is enormous—you can see that from some figures I will quote presently—compared with the traffic on that railway between two centres of population.

135. In that case they give the gross cost of buying out the railway and making the equipment as £156,000 for 19 miles?—That is £8,000 a mile. The average cost of the American electric street railways per mile of track fully equipped is from £10,000 to £12,000 a mile; that is a single track.

136. In that case the road, the sleepers, the rails, and the power-house are complete and in working order, £156,000?—Yes. A cheap railway can be built for £1,400 or £1,500 a mile; we did that here. If you double that, your double line may not cost more than £4,000 a mile, and the rest may be required for the equipment of the line for electric traction.

137. You have the lines all built on the standard gauge, but there they have merely the overhead connexion and the power-house?—In the estimate I mention for the St. Kilda and the Port Melbourne lines the rolling-stock came to nearly half the money, £35,000, so that half would be for rolling-stock and the other for electric apparatus and the power-house; you can get all the details of that estimate from the Commissioner. Now, as regards the cost of working motor-cars or small trains with two men on each, that is the system for electric traction, the motor man and the conductor, and in one-car trains you will require that as much as in two or three or four car trains. Take one-car trains; you have those two men on the train, the motor man would not be paid so much as the engine-drivers for steam locomotives, of course, but he would have to be paid a fair wage, 8s. or 9s. a day.

138. Take the tramway?—We could not adopt the tramway scale of wages and hours on the Victorian railways; we should not be allowed. Then compare that electric car with a steam train of ten cars. You have only three men—an engine-driver, a fireman, and a guard, whereas you have two men to your one-car train or three-car train with electric traction. There is not a great deal to be gained by the introduction of electric traction from that point of view; on the contrary, your train would cost more per passenger mile with electric traction than with steam traction; that is my opinion. You would save some of the men at the stations, but then you could not leave the stations without men, because instead of having one steam train passing through the station you would have three or four electric trains, and you must provide for receiving the passengers and getting them into the trains, and provide for their safety, so I doubt if you could work electric traction with a smaller staff, or even with the same staff with which you could work steam traction for suburban traffic. When people come to you and tell you that they would introduce lighter cars, that they would run at lesser speeds, and all that sort of thing, if you

equipped your line for electric traction, do not you believe for a moment that the public would put up with an inferior service to what they have at present; you must have a cheap service, a speedy service, a comfortable service, and a safe service.

139. That is all contemplated?—I want to caution you, and if they say they would run at only 10 or 15 miles an hour it would not suit the Melbourne travelling public at all; you must run at an average speed quite as great as we do now, 15 to 20 miles an hour. As to the cars constructed for street traction and street tramways, take the case of the cable trams—cars such as those would go to pieces in no time if you ran them at speeds of 20 to 40 miles an hour on a railway, so they would not do, and therefore I very much doubt whether you could economize on your present rolling-stock on the lines now. To carry 70 passengers, as now, you would require to have a car approximating to 20 tons in weight for comfort, safety, and speed. Then, with electric traction your maintenance would certainly be heavier; you would have more trains running on your tracks, and you would have the whole of the electric equipment to maintain.

140. In all the books it is just the reverse, once the installation is completed?—Anyhow that is my opinion. Electric traction has been established only for a few years; the material and all sorts of apparatus wear out. They have, perhaps, not required to be renewed yet on any existing electric railway, but they will have to be at some time, and that must come into the account.

141. Have you not heard everywhere that this is a special point with the electric traction—can you refer to any authority to show that electric traction costs more in maintenance than steam?—I think it is a matter of common sense—if you increase your establishment, if you supply more structures, more materials, no matter in what form, to an existing railway, the maintenance of that extra building or extra apparatus must lead to extra expenditure.

142. You cannot refer to any authority?—I have not anything in my mind's eye—any figures I could quote as a matter of proved experience—but it seems to me to be obvious. For instance, you would have more locomotives, more motors to maintain—if you have five trains instead of one, you would have five motors instead of one locomotive to maintain, besides the engines in your power-house.

*The witness withdrew.*

*Adjourned to to-morrow, at Three o'clock.*

THURSDAY, 17TH NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,  
The Hon. J. Bell,  
The Hon. E. Morey,

The Hon. J. Sternberg,  
The Hon. J. A. Wallace,  
The Hon. Sir A. Snowden.

Francis Rennick, further examined.

143. *By the Hon. the Chairman.*—Will you continue your observations?—I was going to quote statistics of steam and electric railways, but before doing so I want to refer to the weight of rails usually used in the construction of tramways and railways. The tendency now is to use heavier and heavier rails, both for street railways and ordinary railways.

144. Can we use for electric traction the ordinary rails?—Of course, the rails are of the same type for tramways, and there are the same sleepers, but the tendency is to use heavier rails for both. You often see now for ordinary street electric railways 80 and 90-lb. rails; whereas for the first electric railways and the street horse tramways a weight of 50, 60, or 70 lbs. was reckoned quite sufficient. Steel is very cheap now, and they find that it saves in working expenses and maintenance to use a heavy rail. So far as the traction goes, you require just as heavy a rail for electric as for steam traction.

145. Has not the street railway a totally different rail?—Yes, generally it is a grooved rail.

146. But whatever its weight, the rail can be made of the ordinary railway iron?—Yes.

147. *By the Hon. J. A. Wallace.*—Do you require a heavier rail for electric power?—No, I say practically the same weight as for steam.

148. Would not that depend a good deal on the weight of your rolling-stock?—As a matter of practice, that is a fact.

149. Supposing there is a steam-engine of 35 or 40 tons; if you used electricity you would not require that weight of engine; would not you require a lighter rail then in proportion?—As a matter of fact, even for electric motor-cars, where the weight is not more than 15 to 20 tons at the most on eight wheels, 2½ tons to the wheel, they find it advisable to use an 80 or 90-lb. rail. I do not know whether the return electric current that has to go through the track has anything to do with it, but that is the result of the practice. Now, to give some idea of the volume of traffic that our suburban railways have to cope with, I will quote the results of the Hobson's Bay lines for 1893. I am sorry that in the recent reports by the Railway Department as to the annual working of the lines the different systems have been struck out, and the results are only given for the whole of the railways; that is, country lines and suburban lines are grouped in one huge system of over 3,000 miles. But in 1893, and previously to that, the practice was to divide them into systems—four or five of the Hobson's Bay lines that were purchased from the company were always kept separately. In 1893 the capital cost of those lines, consisting of 16½ miles, and comprising the line to Brighton, the line to Hawthorn, the line to St. Kilda, and the line to Port Melbourne, is put down at £2,244,854.

150. Does that include the cost of the land?—Everything, or £136,000 per mile practically, in round figures. Now, the cost of the rolling-stock for that 16½ miles, included in that account of capital, is put down at £347,000, or £21,000 a mile for that system. The net revenue in 1893 was £106,563, which

was a return of 4·75 per cent. on the capital cost; the total revenue in that year was £300,866, or 5s. 8·57d. per train mile, or at the rate of £18,200 per mile of railway. The number of passengers carried that year over that system was put down in the books at 28,912,906, equal to 1,800,000 per mile of railway. The train mileage was 1,053,117, or 64,000 per mile. The number of passengers per train mile would be 28, and if we average each passenger at 4½ miles travelling, the average number in a train would be 126. I think 4½ miles on that system was a little short, but that gives one an idea of the average number in the trains for the trip. Of course, during the busy parts of the day the trains come and go with, say, 500 passengers, but they return empty from the suburbs or the city, as the case may be, and the average would be 200 to 250 per train, and the average for the whole day cannot be less than 126, but more like 140. The total expenditure was £194,302, making 3s. 8·28d. per train mile, or requiring 64·58 per cent. of the receipts to work the traffic; that is, a little less than 65 per cent. of the receipts went for working expenses. Now, of that 3s. 8·28d., the cost per train mile for working (the locomotive expenses including the repairs to locomotives and the carriages) was 16½d. per train mile; that would include fuel, water, salaries, wages of engine men, cleaners, coal men, and all the charges in the locomotive branch; but that you have to recollect would be a train of ten cars. Now, if you divide that 16½d. by 10, it will give you about 1·65d. per car mile; that would be the motive power and part of the transportation expenses; that is the drivers' and firemen's wages on the train, all told. I think I am within bounds in saying that our suburban traffic is conducted at a charge to the public of less than ½d. a mile per passenger. That would cover 1st class and 2nd class, periodical, and all other tickets, and I think these figures show clearly that the public have an excellent suburban service, a very cheap one, a comfortable one, and a quick one, and, as we all know, a safe one. Now, I will give you some figures about the Sydney steam tramways; these are for the year 1898; they are taken from the New South Wales statistics.

151. *By the Hon. the Chairman.*—Is there much difference between 1893 and 1898 for those lines?—I cannot say, because, as I told you, the figures are not separated in our recent returns.

152. Is there nobody who knows, approximately?—The Commissioner or his officers could tell you whether the traffic is more or less now than it was in 1893 on the suburban lines—my impression is that it is about the same. Now, the Sydney steam tramways, comprising 40¼ miles (I believe that is chiefly double track—I am not quite sure), have what they call the penny-fare system, the section system, and they collected 56,319,743 penny fares during the year, or at the rate of about 1,400,000 a mile. Their train mileage is 2,198,351, or at the rate of 55,000 per mile—their earnings were £239,858, or at the rate of £6,000 a mile. Their earnings on 40¼ miles of tramway are not equal to the Victorian earnings on the 16½ miles of the Hobson's Bay lines by a considerable amount, and taking per mile they earn only £6,000 a mile as against our £18,200. Their expenses per train mile amount to 22·04d., and their earnings are 26·18d.—their system costs to work 84·18 per cent. as against our 64·58—their net earnings are £37,954, paying 3·90 per cent. on the capital cost. The trams cost £973,419, or at the rate of £24,000 a mile; whereas the suburban lines cost £136,000 a mile, and they return a higher percentage than the Sydney trams. The fares collected per train mile would be about 26; that would make, if two fares represent a passenger, about thirteen passengers per train mile, and probably the average travelled on the Sydney trams would not be more than 2 miles—that would make 26 passengers per train. I think they run about two cars, sometimes three, in their trains. Now, for running those small trains, their locomotive expenses and the up-keep of their cars, paying the engine-drivers and the firemen, is 12d., as against our locomotive expenses for the ten-car trains of 16½d. The fuel, oil, &c., in the case of the Sydney tramways, out of 12d. for the total cost only came to 3d., so that the fuel in conducting steam traffic required to run steam railways is but a very small portion of the whole expenses. They run the suburban traffic on their railways in New South Wales, principally round Sydney, but also round Newcastle, and the number of passengers on their suburban railways for the year ending June last was 20,659,044; the earnings were £261,333. They show that every passenger on their suburban system on an average travelled 5¾ miles, and they give the average rate per mile for those passengers at ·53d., a little over ½d. We do not work out our results like that; I wish we did, but my opinion is that the suburban passengers here are charged less per mile than they are in Sydney. Those are all steam railways, and I will now refer to the largest steam system for suburban traffic in the world, the New York elevated railways. It is a system comprising 36·14 miles of double track, and it is a mammoth system, as you will infer from the following figures. The number of locomotives required to work that 36 miles odd is 334—now, the whole of the locomotives on our Victorian system, comprising over 3,000 miles suburban and country, is only 517. On the New York elevated line they require 1,122 cars—the total passenger cars on the Victorian railways are only 1,094, a little less than they have on the 36 miles of New York elevated railways. The train miles for the year 1896 were 9,827,702—the train miles on the whole of the Victorian railways last year were 9,239,657, so even in train mileage they are quite on a level with the whole of our railways. Per mile of railway their train mileage comes to 270,000 per annum. The passengers were 184,703,636; that is a figure that indicates the enormous traffic on the New York elevated railways. The whole of our traffic on the whole of the railways is 43,090,749 passengers, so that on the whole of our railways here we carry not one-fourth of what they do on 36 miles in New York. The earnings of the New York elevated railways were 9,256,932 dollars; if you convert that into pounds it is nearly £2,000,000—the whole of the earnings on our railways were £2,608,896 gross for the year 1898; it used to amount in the boom time to £3,300,000. The expenses on the New York elevated railways were 6,209,681 dollars, and the net earnings 3,047,251—the earnings per mile work out at 256,140 dollars, that is, over £50,000 a mile per annum—the expenditure 171,823 dollars, or 67·09 per cent. of the earnings. The net earnings per mile were 84,317 dollars. The cost of the road for that 36 miles is put down at 53,392,182 dollars; the cost of the equipment, amounting to £4,499,990, has to be added to that—then there are other items of capital expenditure that bring up the total capital of the system to 76,524,236 dollars, or roughly, a little over £15,000,000 sterling; that is for 36 miles of railway, so that the average cost of those railways, including the equipment, would be over £400,000 per mile, but of course it is a line that is gorged with traffic. As I said before, it is the heaviest suburban traffic in the world. The only complaint that can be made against that line is that the average speed is only 12½ miles an hour, but they stop at half-mile intervals along the line, and their speed is reduced through their having to turn round some very sharp corners of the streets, which we have not on our suburban system. I believe you can travel on that system 12 or 15 miles for a 5-cent. fare, that is, five halfpennies, but you also pay the same amount if you travel one block or from one station to another.

153. *By the Hon. Sir A. Snowden.*—Is that during all hours of the day?—I think it is a uniform fare during the whole 24 hours.

154. When I was there it was half-fare during working men's hours, and after certain hours it was a double fare?—There may be some concessions to workmen and half-fares charged to children, but if you take the number of passengers and multiply that by five cents you will get almost exactly the income I quoted. I think that is the longest travel in the United States for five cents. They have a similar travel up to 15 miles on the Chicago suburban system; but in Boston, supposed to be the hub of the universe, the cheapest fare is  $7\frac{1}{2}$  miles for five cents. That shows what an enormous traffic can be carried on a steam railway; of course, we have no such traffic here, nor are we likely to for many years, but if we had we could cope with it in the same way as they do with it there. They run trains of four or five cars, carrying from 200 to 250 passengers, or, when crowded, a great many more, and they run them at one-minute intervals during the busy portions of the day. Now, I will give the Committee some figures connected with electric railways. The largest system of electric street railways in America is in Boston, called the West End system, with the largest electric equipment in the world—that was in the year 1894.

155. *By the Hon. the Chairman.*—Have you no more recent information?—No; I quote from a work on electric street railways in America, dated 1894.

156. There must have been immense changes in four years?—No doubt, but not on this particular system. The number of miles is 183—I think that means miles of track, or 92 miles of a double track. The cost of maintaining the equipment of the electric motive power per car mile on that system was 2·09d.; that does not include the whole cost of working per car mile, but the power-house and the electric equipment. The earnings per car mile were 1s. 6 $\frac{1}{2}$ d., and the working expenses 12 $\frac{1}{2}$ d. or 68 per cent. of the receipts. You notice there that although the motive power and the maintenance of the electric equipment only cost a little over 2d., the whole cost of working a car mile comes to 12 $\frac{1}{2}$ d., so there are a great many other elements comprised in the total cost of working. The earnings on that system in that year were £1,094,000, and working expenses £858,000—a net revenue of £236,000.

157. We have here four years' figures of that line?—I am glad you have; this is 1894. The earnings per mile of single track were £6,000; if you double that it would be at the rate of £12,000, and comparing that with the earnings of the Hobson's Bay system in 1893, £18,200 per mile, you see the system in Boston has not reached anything like the magnitude of the traffic on our Hobson's Bay system. The number of electric cars required was 1,346: the total miles run, 14,189,054, equal per mile of single track 78,000, or 156,000 miles of double track. The electric investment for that 183 miles of track amounted to 7,603,069 dollars, or 41,500 dollars per mile of single track. If you divide that by 5 it gives you £8,000; that is the electric equipment required—that does not include the cost of the rails or the construction of the street railway. The total capital stock, including everything, was 15,500,000 dollars, and that included 183 miles of electric track and about 85 miles of other railways that are worked in that system.

158. I will give you the thing up to date. The article says—"Vast sums have been invested in these electric railway enterprises in and around Boston. The largest of them, the West End Street Railway Company, operates 303 miles of single track spread over 154 miles of streets. The permanent capital of the company is £5,000,000, equivalent to £20,000 per mile of main track. Of this sum over £6,000 per mile was spent on the permanent way; £5,000 per mile for equipment, and £8,000 per mile for land, buildings (including power-station and plant), and other permanent property. The Boston system earned in its last financial year £1,744,000, equal to £11,000 per mile worked." You see they are working 303 miles of electric track now?—Yes, and they have increased their capital enormously; but the receipts are very little more than in the year I quoted.

159. That is a remarkable contrast to the cost of equipment you gave yesterday?—If you add the cost per mile to the electric equipment and the cost per mile for the power station, you will find those figures come to a considerable amount.

160. The system earned last year £1,744,000, equal to £11,000 per mile worked—the article tells you the West End Street Railway Company operates 303 miles of single track—you see they are working a larger area now than you give?—There is something wrong in your figures.

161. The figures are taken from the *Age* article, No. 3. "Of this sum over £6,000 per mile was spent on the permanent way; £5,000 per mile for equipment; and £8,000 per mile for land, buildings (including power-station and plant), and other permanent property. The Boston system earned in its last financial year £1,744,000, equal to £11,000 per mile worked?"—If you multiply £11,000 by 303 you will get over £3,000,000, that the earnings ought to be, and the earnings there are quoted at a little over £1,000,000—there is a screw loose somewhere. Perhaps the earnings are put down at £11,000 a mile the double track—no doubt that is what it means.

162. They have made great strides since your figures?—Undoubtedly, they have increased the capital enormously, but do they pay a higher dividend?

163. Financially, then, the thing is a success?—No doubt. I am prepared to admit that all these things are a success—it is the size of it that makes it a success.

164. From the enormous trade you do on the Hobson's Bay line, may I infer that the electric traction would be a still greater success?—That system earned only £11,000 a mile—the Hobson's Bay system earned £18,200 per mile.

165. But contrast 303 miles with 16 $\frac{1}{2}$ ?—Yes, of course, but contrast the two cities. Boston has a population of 1,000,000.

166. The bigger business being alone on the 16-mile track, I suppose it would be a still bigger gain if it were on the electric system?—That is jumping at conclusions.

167. I want your view, if the traffic is great and the trains large does it pay best to work by electricity, or does a small train pay best?—You require a large traffic for electric tramways to pay.

168. *By the Hon. J. H. Abbott.*—Does it require large traffic in proportion to the steam traffic?—No, certainly not.

169. *By the Hon. J. A. Wallace.*—Your stationary machinery is always at work in making electricity, whereas you are only using your steam power when actually at work?—Yes, that is the case.

170. *By the Hon. the Chairman.*—Is it, then, a fair inference that at Boston it is pronounced unmistakably that the electric system is the best?—It is admitted that the electric system is best for street railways, but if you construct a separate railway to grapple with the traffic it is a question which is

the best, the steam or the electric. My opinion at present is that the steam system will give the best results if you have a separate line apart altogether from street traffic, and you require to give a high speed; of course, I told the Committee so before, but that is the point to be proved.

171. Apparently, you are trying to prove that steam with you is the best paying?—No, I am giving the Committee some information to chew over and draw their conclusions from after, you will get further information afterwards.

172. Boston having extended the system in four years to 300 miles, is it correct to infer that they are doing well?—My impression is that those Boston railways that we have quoted are constructed on the surface of the streets, and for such a system as that, undoubtedly, as far as experience goes, the electric system is the best, but I very much doubt if you would find on that system that they run at an average speed of 15 or 20 miles an hour as we do on our system here, and as they do  $12\frac{1}{2}$  miles an hour on the New York elevated steam railway.

173. You have given the contrast, this is another—"The cost of electricity, based on the price of 19.2d. (16 pfennig) per kilowatt-hour paid at the Berlin electric works, and assuming a consumption of 510 watt-hours per car mile (320 per car kilometre) is  $\frac{510 \times 1.92}{1,000} = 0.98d.$ , that is to say, nearly 1d. per car mile (5 pfennig per car kilometre)." That is Berlin?—You do not mean to quote that as the total cost of working a car mile on the Berlin railways—that is simply the cost of producing the power—that is the proper interpretation of that. That does not include any transportation expenses or the wages of the men on the cars.

174. I will read a further one from the report of the International Congress of Engineers; these figures are per car mile from 1d. upwards to 3d. ?—I do not think that under electric traction, if you take the total cost of working any system in the world, the cost has ever been less than 3d. per car mile—I doubt if it has reached any such low figure, even with German cheap labour. I know the figures quoted for electric traction in various countries average something like 6d.

175. At Lubeck it is put down at 2.867 per car mile, and at Halle 3.576 per car mile?—3d. is about the lowest I have seen quoted. I will give now the relative cost of haulage in the United States under different systems for a number of lines—50 different lines of street railways; this is compiled from the United States statistics for the year 1893.

176. Cannot you give us later ones?—I cannot; unfortunately, the more recent ones were not available to me.

177. Is it fair to quote those when there has been such a tremendous change since then?—I do not think there has—I think the change is rather to increase than to decrease.

178. I fancy that may tell against the Department, and may bring down on us a host of contradictions from men with later figures—cannot you get the later figures?—I can. You called me at two or three days' notice; if you had given me time I would have got the more recent figures—I will undertake to get you the very latest as a contrast, but I wish to give you the 1893 figures, as I quoted the Hobson's Bay for that year. I think the cost recently shown is higher than it was at first, for the very good reason that in establishing those electric tramways all the works are new at first—there is no deterioration, and little cost for maintenance of the track or the equipment—it requires time to bring matters to wear and tear and the state of decay when they require renewal. It is after three or four years working that the expenses on every system tend to increase, and I think it will be found the same in electric railways as in steam railways. For those 50 different lines on ten separate systems of cable street railways, comprising 143 miles, the repairs to the road per mile of track were £147—the number of cars employed on 143 miles was 583, and the cost per car mile of operating those systems amounted on the average to 7.06d. Ten electric railways, comprising 67 miles, cost for repairs of road-bed £39 per mile—the number of cars 78, and the cost of operation amounted to 6.6d.

179. What kind of places were they?—They were important towns, or they would not be quoted in the work I quote from. The horse lines, amounting to 30 and comprising 550 miles of track, cost for track repairs £89 per mile—they had 1,500 horse cars, and the cost of operation was 9.08d. Of course the horse cars, I take it, are very considerably smaller than either the cable or the electric cars. Now that was about the relative cost in that year in the United States, and I suppose in 1893 they must have had 10,000 miles of electric railways at least. They have an elevated system of electric railways in Kansas City, a very prosperous city on the Missouri River, and the operating expenses are given here in detail. The general expenses amounted to .93 of a penny per car mile; conductors, motor men, and train men on the car 2.30d. per car mile; car-house expenses .32d.; cost of power on the line 1.13d.; that is pretty low, but still that does not comprise the whole cost of working a car mile—other transportation expenses, .39d.; repairs to cars, .18d.; repairs to motors, .38d.; repairs to power-house, .10d.; sundry expenses, .02d.; maintenance of way (rail track), .39d.

180. How many miles of track are there?—It does not give that information—it is the elevated electric railways in Kansas City; the maintenance of buildings, .03d.; taxes, .18d.; park expenses, .14d. (I presume they work a pleasure park in connexion with this system of tramways). Total cost of operation 6.49d. per car mile, a little less than 7d. That is everything comprised in the operating expenses, of course it does not include interest on capital, but it is what we call the working expenses. Now, they have a cable system in Kansas also; the similar expenses on the cable system amounted to 7.07d. per car mile, so that it was practically a toss up between the cable system and the electric system as regards cheapness of operation. The work from which I have quoted is *American Electric Street Railways*, by Killingworth Hedges, who made a tour through the United States in 1894 to make inquiries, and he collected all this information in view of constructing the electric system in England, or advising some company that proposed to equip such a system.

181. *By the Hon. J. A. Wallace.*—What would it cost by steam power to do the same work?—Of course in using steam power you could not run a steam train of any size for 6d. a train mile, but you would put three or four cars together and operate the same as they do on the New York elevated and the Sydney steam tramways, and by doing so you reduce your cost per passenger to quite as low a standard as with electric traction, perhaps a little lower.

182. *By the Hon. the Chairman.*—That does not say what the hauling power is?—Yes; it is for operating one car over 1 mile of track. That would be a car that would carry about 40 or 45 passengers; of course cars vary much in size.

183. In the electric overhead railways in various places they run 60 to 77 tons weight of train—each train equalling two carriages of 80 to 100 persons?—That must be some particular system—of course systems vary, and the size of cars varies. Take our railways here—we have cars that carry 40 passengers, and those that carry 70. Most of the electric cars I have taken note of are said to carry from 40 to 50 passengers; that is to say, they are made to carry that number; of course, you can crowd people into a car, and put double that number in.

184. But then you have not enough passengers to fill one?—Then they should not be put on. It will be, no doubt, a proper subject of inquiry by this Committee as to how the trains on our suburban systems fill, and whether there is really the waste that I would infer from what you say, as to running empty trains of nine or ten cars at all hours of the day. If they cannot give you a good reason for running those seven or eight cars on a train, that is their misfortune.

185. The Department are taking credit for nine cars as if you needed them, and you speak of carrying nine cars per train, so you make us believe that you always want them?—If I managed the railways I might have an answer; but, as I do not manage the railways, I can only say that, seeing nine or ten cars in a train, I, as a reasonable being, considering that the railways are managed by what I suppose are reasonable beings, am prepared to say that they must be required, or they would not be used.

186. *By the Hon. Sir A. Snowden.*—I suppose there are occasions with only one electric car when it would not fill?—You see empty trams on our streets; but you must not infer from that that they are wasting space and time, they are necessary, and, if running empty one way, they pick up passengers the other way.

187. *By the Hon. the Chairman.*—It would be much worse if there were nine cars?—Yes. I have already admitted that in small trains there is less waste of space than in large ones, and that would be one of the advantages of introducing electric traction with small trains. I do not mean single-car trains, because you could not cope with our traffic with those; you must have four or five cars on the trains even with electric traction.

188. *By the Hon. J. A. Wallace.*—You could run them oftener?—Yes, and it would be very advantageous to have shorter trains and run them more frequently.

189. *By the Hon. the Chairman.*—And the people would get the advantage?—And further I believe it could be done under our steam system at little more expense than we work at now. Here is a list of receipts and expenses per car mile on seven street railway systems in seven cities in the United States electric railways. I cannot give the names, but they run from No. 1 to 7, the receipts are in pence per car mile:—

No. 1.— 8·51d.	No. 5.— 9·22d.
„ 2.— 8·45d.	„ 6.—20·50d.
„ 3.—10·18d.	„ 7.—12·72d.; those are the earnings.
„ 4.— 9·83d.	

190. *By the Hon. J. A. Wallace.*—What is the reason of the difference?—I can only assume, from my general knowledge, that where the earnings per car mile are high there is a very large traffic; where they are low there is a small traffic, probably a small city.

191. And perhaps the incline on the road is greater?—I do not think that would make any difference because they run single cars, but with a busy traffic in a large city your cars will fill better than with a smaller population. In the one case the railways would be well adapted to the requirements, and, in the other case, the line would be in anticipation of a growing traffic. The grade of the road, of course, might have something to do with the expenses. The maintenance of way amounted to—

No. 1.—0·39d. per car mile.	No. 5.—0·29d. per car mile.
„ 2.—0·18d. „	„ 6.—1·41d. „
„ 3.—0·42d. „	„ 7.—0·62d. „
„ 4.—0·14d. „	

The maintenance of equipment—

No. 1.—0·34d. per car mile.	No. 5.—1·12d. per car mile.
„ 2.—0·84d. „	„ 6.—0·75d. „
„ 3.—0·60d. „	„ 7.—1·04d. „
„ 4.—0·79d. „	

The transportation, which means the men on the cars—

No. 1.—2·44d. per car mile.	No. 5.—2·69d. per car mile.
„ 2.—2·44d. „	„ 6.—5·49d. „
„ 3.—2·78d. „	„ 7.—3·80d. „
„ 4.—3·26d. „	

192. *By the Hon. the Chairman.*—Explain further the meaning of “the men on the cars”?—It means the motor man and the conductor; the Americans call that the cost of transportation. For instance, in running a train in the United States, the cost of transportation consists of the men on the engine, the men on the train, the men at the stations, and others required for moving the trains along the line—all the men they require to handle the trains.

193. Then it means simply the men's wages?—Yes. Now the power for generating the electricity, including coal, oil, salaries of the engine-drivers and firemen for the same lines, amounted to—

No. 1.—0·46d. per car mile.	No. 5.—1·09d. per car mile.
„ 2.—0·66d. „	„ 6.—1·30d. „
„ 3.—0·56d. „	„ 7.—1·22d. „
„ 4.—0·75d. „	

General expenses (this comprises all the other expenses), the cost of management, clerical labour, and supervision, and so on, amounted to—

No. 1.—0·83d. per car mile.	No. 5.—1·06d. per car mile.
„ 2.—0·66d. „	„ 6.—0·96d. „
„ 3.—0·79d. „	„ 7.—1·20d. „
„ 4.—1·10d. „	

The total of all those expenses, that is, the cost of operating one car mile on each of those seven systems, was—

No. 1.—4·46d. per car mile.		No. 5.—6·25d. per car mile.
„ 2.—4·78d. „		„ 6.—9·91d. „
„ 3.—5·15d. „		„ 7.—7·88d. „
„ 4.—6·04d. „		

The net earnings per car mile, that is, the gross earnings less the working expenses, amounted to—

No. 1.—4·05d.		No. 5.—2·97d.
„ 2.—3·67d.		„ 6.—10·59d.
„ 3.—5·03d.		„ 7.—4·84d.
„ 4.—3·79d.		

194. *By the Hon. J. A. Wallace.*—Does that include the whole of the expenses?—Yes; of course, not the interest on capital. The percentage of working expenses to revenue amounted to—

No. 1.—52.		No. 5.—67.
„ 2.—56.		„ 6.—48.
„ 3.—50.		„ 7.—61. on those various systems; that
„ 4.—60.		is, as regards car mile.

195. *By the Hon. the Chairman.*—How do you account for the lowness of maintenance of the street railways?—That is accounted for by the enormous number of times that the cars pass over the track. Take the tramway system in the city, their average working expenses would be about 8d. a car mile, speaking from memory.

196. Is not that astonishingly low?—It appears to be low; it is on account of the trams running so often. It reduces the expenditure per car mile.

197. *By the Hon. Sir A. Snowden.*—Is there any record how long that average extends over?—For a year's working. I cannot say how old the lines I have referred to were. It is information compiled as a lesson, to people who want to establish electric traction, on the cost of operation. I will give an illustration as to cost of maintaining the line and works:—Some of our country railways, where the trains run once or twice a day, cost to maintain from 2s. to 3s. a train mile, in places even higher than that; whereas, on our suburban system—where the trains run at every ten or fifteen minutes, and perhaps there are 100 trains on the track during the day, with all the enormous works that are on a mile of our railway here—the cost is 2d. or 3d. a train mile; so you see everything depends on the frequency of the trains.

198. No other person is damaging your lines?—That is true.

199. But in the streets there is that other traffic?—Certainly; it all has to be provided for. Here is a table referring to electric railways generally; this is up to 1894, figures for different cities in the world, in two columns. One is per cent. of gross receipts—this is the working expenses, and the other column is per car mile. Pittsburg, United States, 71·10 per cent.; 6·12d. per car mile. Chicago—It does not give the per cent. of gross receipts; 6·80d. per car mile. Rochester, 48·62 per cent.; 5·53d. per car mile. Halle, Germany, 54·50 per cent.; 2·62d. per car mile. Guernsey, Channel Isles, 54·45 per cent.; 6·22d. per car mile. Marseilles, 60 per cent.; 6·68d. per car mile. Murren, Switzerland, 50 per cent.; 4d. per car mile. Liverpool, overhead, 73 per cent.; 4·35d. per train mile. Bessbrook and Newry, Ireland, 3·97d. per car mile. City and South London Electric Railway, 64 per cent.; 5·31d. per train mile. So, as I stated to the Committee, generally, the expenses of running a car mile on the electric railways in the United States and England is something like 6d., very often you see 8d. required. With German cheap labour and the cheap labour of other Continental nations of course it can be done cheaper; but if we had the electric system here you would have to add to those quotations at least 30 per cent. on American prices, and perhaps 70 per cent. on English prices, the difference between the hours of labour and the rates of labour as between this country and America and England—that is chiefly wages. Wages is an element that enters into everything connected with railway working. Even the supply of coal all depends on wages.

200. What is the average price of coal in those towns you quoted?—The prices of coal are quoted in many of those United States estimates at 6s. to 18s. a ton.

201. In what respect would that tell in England; what is the average there, say, in Liverpool?—I cannot say. In Cardiff it would be very much cheaper. I do not know of any advantage in this country unless it is the materials that enter into the construction of those tramways. Our wooden blocking and that kind of thing would be cheaper than in the old country; that is the materials, but labour would be fully what I say, 30 per cent. in advance of America, 60 or 70 per cent. in advance of England, and over 100 per cent. in advance of Ireland. Of course, this information I have given you has been collected very hastily, and I am sorry it is not up to date. I had not access to documents I could quote from in a handy way, but I will endeavour to obtain the very latest information and have it compiled. Now, as to the cost of producing the mere power for working a railway system of any sort, whether electric or steam, the Commissioner publishes a report every year on the Victorian Railways, and in that are numbers of tables giving a great deal of statistical information connected with our railways and the working of them. There is a table called No. 7, headed "Details of Working Expenditure for the Year ending 30th June, 1898," which shows that the cost of running a train mile on the whole of the Victorian Railways amounts to 3s. 6·76d. per train mile; that includes everything, and for all kinds of trains. Now, the maintenance of way and works included in that comes to a little over 10½d. a train mile, and, as I explained to you before, that varies on the railways, depending on which railway it is, whether a busy or not a busy one, from 3d. a train mile up to, perhaps, 2s. 6d. The locomotive charges, which include every charge connected with the motive power on the railways, salaries, and everything, chief mechanical engineer, inspectors, and clerks, time-keepers, clerks, and so on—each of those is tabulated here per train mile. The principal items of cost comprised in the 1s. it costs for the locomotive expenses are drivers and firemen, which cost 4·18d.; coal, 2·90d.; then wood and kindling amounts to a mere trifle, so the whole cost of the fuel is just 3d. a train mile. Repairs to engines (that is a large item) amount to 2·61d. An engine drawing a train 1 mile costs for repairs a little over 2½d., and the whole of those expenses amount to a little under 1s. The cost of the carriage and waggon repairs comes to 2·89d., or a little under 3d. Under traffic charges, the chief items are station-masters—

202. *By the Hon. the Chairman.*—Before leaving the waggons—does that include all the waggons that have disappeared and rotted away?—Yes; certainly.

203. You write off those; how do you arrive at that?—We have to maintain our rolling-stock the same as we have to maintain our buildings. They are repaired when they get into bad order; when they are worn out they are replaced by new stock at the cost of working expenses.

204. Is there a writing off?—No, not any in railway practice; we never write off anything.

205. The waggons disappear?—No; they are replaced. There is a constant repairing of rolling-stock, and when it is absolutely worn out it is replaced by new stock at the cost of “working expenses.” We follow the English system of railway bookkeeping.

206. *By the Hon. Sir A. Snowden.*—Then new stock is debited as repairs?—Yes; that is, where it is not an addition to the new stock. If you add a new carriage to 100 old carriages, that is charged to “capital.”

207. *By the Hon. the Chairman.*—If you are adding much to capital, does not that affect your interest?—Certainly. Where we increase our capital we are expected to show a return in net earnings to cover interest.

208. Then this £750,000 worth of stock is being kept up by “repairs” and “capital”?—Oh, no; not by capital; capital is only spent on additions to stock.

209. Then, is your stock increasing or diminishing?—It is increasing, because they are adding new types of rolling-stock—we are adding to the “capital” account every day.

210. *By the Hon. J. A. Wallace.*—The repairs are done out of revenue?—Yes, that is the rule; they are supposed to be.

211. *By the Hon. the Chairman.*—Notwithstanding the 2·90d., you are adding to the “capital” account?—Where it is required and where it is an addition to the stock.

212. Is it going up very quickly?—It has not been for the last four or five years, but I think it will be going up now, because the Commissioner is introducing new types of improved carriages. He is adding to the stock of carriages; that will be a charge against capital. If it is an addition to the equipment or accommodation it is a charge to capital.

213. If you were very clever you might make your rate per car mile very low?—I do not think there is any “hanky-panky” about these railway accounts; of course, if you wished you could cook the accounts.

214. *By the Hon. J. H. Abbott.*—The understanding is that the rolling-stock is in a state of thorough repair?—That is it; or being put in that state.

215. *By the Hon. Sir A. Snowden.*—According to the electric system, you give the statistics there per car mile, but according to the steam system, per train mile?—Yes.

216. In the Victorian system, the train mile, can you give the average number of cars carried, so as to compare it per car?—Yes, I have given that. I say in our passenger trains the average number of cars on the suburban lines is about ten, and on the country lines a little less; but that is added to by the large number of goods trains.

217. Can you bring the train system down so as to estimate what it costs per car mile?—Yes, I have given that. For instance, our suburban system is worked at 3s. 6d. a train mile; that would be 42d.; those trains consist of ten cars on the average; that would be 4·2d. per car mile for steam railway working on the suburban lines as against 6d., 7d., or 8d. for electric traction. The Chairman’s contention is that we run those trains of nine or ten cars empty very often, but that if we reduced them to one-car trains we should be running them nearly full every time; now that is a moot point.

218. Then the average of the Victorian suburban passenger traffic is 4d. as against the estimated 8d.?—From 6d. to 8d., but that is America and England, and my contention is if we had the electric system here that it would cost more. The cost of station-masters is 1·89d., and clerks, 1·04d. Here is a heavy item—Porters, labourers, &c., 4·61d.; pointsmen, 1·78d.; gatekeepers, although we have reduced the number of gates greatly of late years on our system, 81d. The guards on the trains make 1·23d., and then there are stores for stations and sundry charges which bring up the traffic charges altogether to 13·69d. The compensation for lost goods is a mere trifle, but there is the item of general charges, which include the Commissioner, the secretary’s office, accountant’s office, stores, audit office, telegraph branch, and advertising; altogether that puts 1·33d. on per train mile. Now, the total of all those things enumerated in that table No. 7 comes to 3s. 4·68d.; and here is an item at the bottom which swells that total by 2·08d., viz., pensions and gratuities in the railway system. I would like to observe in conclusion that if, as the result of your inquiry, you can recommend electric traction to be established for our suburban railways—if you can do so on the evidence and the facts that you gather—I shall be very glad, because I believe that there will be decided advantages to be derived from the system of electricity as applied to suburban working; but, as far as my knowledge goes at present, I do not think it can be so recommended.

219. *By the Hon. J. A. Wallace.*—You are open to conviction?—I am.

220. *By the Hon. the Chairman.*—Can you make an approximate estimate of the cost of fitting one of these lines, say, the projected Collingwood line or the Glen Iris line, for an overhead line, as they have done in New South Wales?—If you can recommend anything after you have completed your labours it would be the duty of Mr. Mathieson to carry that out at the request of the Government. If Mr. Holmes then undertakes the electrical part, I can undertake the other part.

221. An approximate estimate on, say, the St. Kilda line or the Port Melbourne line?—Any line you like to name. I will be happy to do my part.

222. Can we take that as an illustration, based on the facts you have got?—I am prepared to do my part; but you would have to make the request to Mr. Mathieson, the Commissioner.

*The witness withdrew.*

*Adjourned to Tuesday next, at Three o’clock.*

TUESDAY, 22<sup>ND</sup> NOVEMBER, 1898.

*Members present :*

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. Sternberg,

The Hon. J. A. Wallace.

William Alfred Holmes, Electrical Superintendent of the Victorian Railways, examined.

223. *By the Hon. the Chairman.*—You have charge of the electric plant at the railways?—I have.

224. You have experience in the generation of electricity?—I have had some.

225. You are extending your power-house?—We are building a new power-house.

226. You have been to England to study the question, as far as your time permitted?—I have.

227. Would you prefer to make a statement on the question before us, giving what you know of electric traction and its possible application to some of our suburban lines?—As you understand, I went home solely in connexion with electric-lighting matters—traction was not mentioned at all before I went, nor had I much time to look into it. As a matter of fact, the only opportunity I had of seeing anything was taking a trip over the City and South Suburban tram line, and also on the Liverpool Overhead, two of the most important electric tramways ; I saw only the generating house of the one, the City and South Suburban, at Stockwell. Neither of those lines at all favorably impressed me. The South London Railway, as you remember, is simply a huge tube of cast iron that is run from the foot of the monument on the city side of the river over to Clapham Common. On account of its construction it was impossible for them to introduce anything excepting electric motors, as they could not run steam trains through such a tunnel. The motors themselves are small ones ; that is one of the places, and I think the only place in England, where they use an electric locomotive for traction of the public ; the engines weigh about 10 tons apiece, and they haul a train of three cars, weighing about 25 tons more. Those trains are capable of carrying only 100 people, and they do the  $3\frac{1}{2}$  miles in either thirteen or fifteen minutes, including stoppages—they travel about 15 miles an hour in between stations. Of course, they cannot use the trolley system, which is the favorite one in England, therefore they use the central rail ; but as the public cannot get on to the lines there is no danger of their being affected by it, and their workmen on that line work carefully, and no trouble has arisen. The line cost a very great deal of money, with the result that they are able to pay only a very small dividend, although the trains are well patronized ; so far, they have not paid more than  $1\frac{1}{2}$  per cent. dividends. The Liverpool line is altogether of a different construction ; that is an overhead line built at very great expense, about £90,000 a mile. The trains worked on that line consist of two motor-cars carrying about 114 persons per trip, and nobody seemed particularly anxious, as far as I could see, to buy shares in it. It is looked on as a success ; but, of course, it is in a district where they can never hope to add very largely to their passenger traffic, or to make it much more successful than it is at the present time. Those were the only two electric lines that I saw. I had no opportunity of seeing any of the trolley lines ; to see those I should have had to go to Bristol or Coventry. Glasgow had not started theirs when I was there, although they were talking about it ; but, as I had seen lines on that system before leaving here, I had a very good idea what they were. Meeting railway men in different places, I chatted over the prospect of electric traction, particularly with the telegraph superintendent of the London and Brighton and South Coast line, and he seemed to think that, while there was a possibility of light lines being erected, acting as feeders to the present lines, he did not think there was the slightest likelihood of their interfering with the steam traffic within our time.

228. You inquired into the cost of electric production ; what did you ascertain as to the cost there, and what do you think you could do here if you were required to generate electricity to move our suburban railways?—I do not think there is anything to learn beyond the fact that the larger your demand, the more cheaply you can generate it. That is to say, if you started with a plant capable of generating 100 kilowatts.

229. What is a kilowatt?—That is the Board of Trade unit.

230. What is the equivalent in horse-power?—It is equal to  $1\frac{1}{2}$  horse-power ; if you were using it to only half its capacity it would cost much more than if you were generating to its full capacity, owing to the fact that the increased expenditure would be dependent on the amount of coal you were consuming, the same number of men being capable of looking after the machinery for the whole quantity just as easily as for half.

231. Do you see any difficulty with your present power-house in working to the St. Kilda line?—We should have to put down the whole of the machinery for it.

232. What does your present power-house contemplate?—At present we are putting down a plant for about 800 horse-power, that is including spare power ; it is capable of extending to another 400 or 500 horse-power.

233. Without increasing the cost materially?—It would be all increase. The only thing we have that would help towards it would be the flues and the chimney ; it would mean expenditure for the machinery.

234. Without altering anything you could put another 500 horse-power on to your power-house?—We should have to enlarge our building for it ; we could not do it without very considerable expenditure.

235. Would you be able to drive one of the suburban lines as an experiment without any very serious expense?—It would depend on how much work you did on the line. Take the St. Kilda line, we could put down a plant there capable of running, say, twenty cars to run all day. The power you would have to put down would have to be sufficient to drive the whole of them at any one time. I am not certain how many cars are running on that line : assuming there are twenty on it, I think 400 horse-power would be sufficient for that.

236. What would be the extra cost at your power-house for that—is your machinery up to date in that power-house?—We should have to put down fresh machinery altogether. Our present machinery would not be suitable for it. The engines, of course, for power purposes are of a different class to those used for lighting, owing to the necessity for getting much greater steadiness ; huge fly wheels attached, and so on.

237. What would you require in the way of a new engine for the twenty cars?—Roughly, to equip twenty cars and put power down in the power-house would cost £20,000.

238. How would that be apportioned?—I am understating it—it would be nearer £30,000. The cars that we should require there would cost, according to the price given me this morning, about £800 apiece. I am giving fair equipment, including the wires and everything, equipment of cars and the power in the power-house—everything complete, without the bonding of the rails—no, I am afraid it would not take that in quite. I should say altogether from £25,000 to £40,000 would do the St. Kilda line.

239. Suppose you were to experiment with the Port Melbourne line only; would that be more or less?—I should say slightly less, on account of there not being so big a business on it.

240. Does that include the steel arm?—Everything complete. The bonding of the rails, the motors and cars running on it, and the overhead gear through which the current passes, and the engines.

241. Then we may say, roughly, that £60,000 would do the two?—I am afraid that would be too little. A price was given us some three or four years ago, and they wanted £75,000 for it then, and the price of copper has gone up considerably.

242. Your evidence goes to show that we can convert our railways as they are, taking off those engines and putting on new rolling-stock, at between £30,000 and £40,000 for either the St. Kilda or Port Melbourne lines?—I should say, roughly, £15,000 a mile. We can only give an approximate estimate—the manufacturers themselves, probably, would not give an estimate for more than the price of a car, not for the other work, without having full particulars before them.

243. Have you an estimate for the Glen Iris line; take that as rather a poor line; would it be cheaper for that?—The cost would be proportional to the number of cars you put on it. If there were only half the number of cars it would cost half the money for the equipment.

244. Have you made any calculation as to the proposed Collingwood line?—No, but we could get at that this way—if you allow £2,000 a car running over the line for the station equipment, and for the motors and the bonding of rails, that gives you a fair estimate on which you can work—that is the American price. Here it would be considerably over that, bringing it, I should say, at least 33 per cent. over American prices.

245. In the Collingwood line, where you have to construct in a tunnel, would it not be a little cheaper through beginning at the start?—No, I do not think there would be any saving. We should have to build the line to start with, the same as an ordinary line. If anything, they are more careful with an electric line; they find the wear and tear is very great with the motors running over the rails. Where they have put down light rails they have found they have had to relay the rails and do the whole thing over again; the average motor-car weighs 8 tons.

246. What power do you put in those?—From 25 to 50 horse-power.

247. Your estimate has that in view?—Yes, each motor is equipped with two 25 horse-power motors.

248. Some lines are working with one and a half minutes to three minutes between each train; do you see any difficulty in that between your fenced lines; is there an advantage in their being fenced completely off?—I should think so, it makes it safer, as the public and cattle cannot get on the line. On an open line vehicles get in the way, and the trains meet with the same obstructions as the tramways do, and frequently have to pull up.

249. Do you, as an electrician, see any difficulty in the way of working one or two of those lines experimentally. Would we require other than yourself to superintend the experiment?—If it were thought desirable, I do not think there would be the slightest necessity to get any one else, or that there would be any difficulty in doing it.

250. From your knowledge of the production of electricity here, would it be more costly than some of the quotations you have heard from Mr. Rennick?—I feel sure it would from the prices that have been given elsewhere. I have looked into them carefully and I find they are based on very much lower figures than we can show. Taking the particulars of the cost of coal for 28 typical stations in America, I find that their average is under two dollars, or 8s. a ton, and then I find their hours of labour are very much longer than ours. I took out the labour of those stations and they average eleven hours all round, which is nearly 50 per cent. more than ours, and then I find that the greasers and that class of workmen are paid very low rates of wages as compared with those on our trams, and much lower than on the railways, so the cost of working would be much more than costs we have seen.

251. As to our opportunities of producing power, what is our coal per ton here?—About 13s. We know what it costs per unit with our present plant; we have guaranteed to turn it out from our station at 3d. per unit.

252. Give us the equivalent of that unit?—That is Board of Trade unit; a unit of electricity means a kilowatt. As I said before, the Board of Trade unit is a horse-power and one-third.

253. You produce it at what?—3d. per unit.

254. You say that a larger quantity can be produced more cheaply; how much cheaper can you produce this power if you have the opportunity of producing much more?—It is costing us more than that with our present plant. It costs 3½d., and we know with the plant we are putting down now we shall be able to produce it at 3d. Glasgow and some of those large installations have gradually decreased it from 5d. to about 1½d., but then it runs into a huge quantity.

255. Is our price prohibitive; it is not much over the two dollars?—The cost at which we are producing the current would mean very little difference in the total cost because the generating expenses would mean very little. In America, in some places, companies are supplying the current to railways at about 1½d. per unit; that is, lighting companies and generating companies.

256. Are you not in a splendid position as to room for this; you have ample room all round your power-house for extending?—Yes, but I do not think any one would agree with the desirability of putting their power-house so far away from the line. If we were going to do it, the power-house should be at the junction of the St. Kilda and Port Melbourne lines, or somewhere handy.

257. Spencer-street would take in Essendon and Williamstown; would it not be a splendid position for those?—That would have to be looked into very carefully.

258. Have we not room, at any rate?—Yes; but when you talk of putting down a plant of that kind we should have to arrange for 7,000 or 8,000 horse-power. I do not think we could put it there, and the question is whether it would be desirable to have all your power in one station.

259. What is the distance between the auxiliaries?—In cases the station is some considerable distance, when they have to use alternating current which is brought to sub-stations. Where this is done they use transformers; but so far as I can see in the latest periodicals that is not looked on as a success, and they recommend that direct current machinery should be placed as near as you can possibly get it to the lines it is to actuate.

260. You would recommend it to be at any station we build at Flinders-street?—Somewhere about there. Not in the station. If you were going to work those lines, it would be better to have it near there.

261. What is the maximum distance you can transmit advantageously; could you work the Williamstown line from there?—You could; but at very great cost. The loss would be very great indeed.

262. What is the maximum distance you could work advantageously?—That would want working out very carefully. You would require to find what quantity you would require at the far end of Williamstown. If you are prepared to spend money, you can do anything.

263. What is your idea of the distance you can advantageously work from a power-house—3, 4, or 5 miles, or more?—It is rather difficult to answer in that way. There is no reason why we should not supply at a very much greater distance than that from one power-house; but I would rather have the power-house alongside the line than conduct the power along a cable to the line.

264. As far as you know, what is the maximum distance that you can transmit. Would a 3-mile or 6-mile be more easily worked?—A three certainly very much cheaper than six, and half-a-mile cheaper than three.

265. Is it relative?—The greater the distance, relatively the dearer.

266. Is there any loss?—A very considerably increasing loss; so the closer you can get the better.

267. Those 6 miles merely mean double three?—Yes, it would be double three—it would be as the square of the distance. We should have to increase the size of the conductors on account of the distance.

268. Would the loss in transmission be great?—Yes, very considerable, unless you were prepared to put down a very heavy cable—the further you go the greater increase in the size of the cable.

269. What is your idea of the economy of electric traction applied to any of those lines we have mentioned. Would it be cheaper and better to work the St. Kilda and Port Melbourne lines, take it all round, with electric traction than with an ordinary steam-engine?—It is so very wide a question one scarcely knows how to approach it. To start with, it means of course that we should have to add to our present capital cost a very large sum of money. It looks as though we should have to spend something like a million of money on the whole of the suburban lines; or on the St. Kilda line another £40,000. Now, the question is whether any saving we should effect would pay interest on the money we spent over it.

270. You would give the people the advantage of a real and constant traffic every three minutes; would that be any advantage?—Yes; but I do not think you should lose sight of the fact that you would not give them anything like the convenience and comfort they have at present—you simply give them a tramcar. It does not matter where you have an electric line, you have a car of the most primitive kind.

271. I understand from Mr. Rennick and the newspapers that a Pullman car starts in Glasgow, where they have all the conveniences. The most comfortable car in the world can be put on. From the *London Daily Chronicle*—"Single deck cars are used, a composite car, carrying 48 passengers. It has two compartments, one with the side panels left open, the other with windows; the door is in the middle. Smoking is allowed in the open compartment, which is protected from rain by waterproof curtains. In appearance, the interior of the car resembles a Pullman, and, like Pullman cars, is carried on bogies to prevent pitching and oscillation. The car is very carefully upholstered, and is altogether a comfortable vehicle. The cars are lighted with electric lamps, and the comfort of the passengers has been carefully considered." Have you anything to eclipse that on the St. Kilda line—a car can be made whatever you like to make it?—Yes, but within a certain weight and size.

272. I do not think the car need rise like an apparition before you—the whole arrangement of electric traction points to up-to-date cars—St. Kilda is not noted for its special comfort?—For choice I would rather travel in one of those upholstered cars than on the tramway, and if you introduce such cars as you have read about my estimate is very much out. We would have to add very considerably to the estimate, at least 50 per cent. more. I am simply giving you an ordinary car such as is used in America.

273. What is the cost of those St. Kilda cars weighing 20 tons?—I believe they average about £1,250, bogie-cars.

274. If the people of Glasgow can pay for those cars on a mile and a half line, I suppose we can too—do you see any other difficulty?—There is one question that arises, whether we are going to earn anything more by doing it.

275. I mean in the practical working?—So far as the practical working is concerned there is no difficulty whatever. I speak now from an electric point of view—from a traffic point of view you would have to see the traffic manager.

276. If the order were given to construct the Collingwood line with its tunnel, you could do it for electricity straight away by varying the machinery?—That is another matter.

277. Where is the difficulty there?—The question is, how is it to be done? Who is there here who is competent to say how a line of that sort should be done? I do not say I could, when you consider that this thing is being discussed by engineers at home, and that in the United Kingdom up to 1897 they have constructed altogether, including all trams, only  $61\frac{1}{4}$  miles. I think we can hardly say we understand how it ought to be done.

278. I understood you to say you could equip the St. Kilda line?—No, I understood you to ask could we run it. It would be too much of an order to say we could equip and do the whole thing on any of the lines.

279. *By the Hon. J. A. Wallace.*—Which do you think would be worked more cheaply, steam or electric power?—I do not think there is any question but that the electric power is supplied 33 per cent. cheaper, but against that there is a very much larger amount spent in labour. You use very many more men in looking after the electric system than the steam system.

280. Would the plant require to be as heavy for electricity as for steam?—No, not for running over the rails, nothing like. Your heaviest motor-car should not exceed 8 or 9 tons, but at the same time the wear and tear on the rails is said by the electric railway experts to be very great. As an instance of that, I think it was in Boston that they had to take up the whole of their rails in six years—it is caused by the grinding action instead of the smooth running action on the part of the steam. It seems to adhere to the rail very much closer, and seems to be a grind, as it is described.

281. I cannot see where the difference can be with the wheels if the same power is applied?—It is hard to see how it can be, but that matter is discussed at nearly every conference that those street railway people hold. In some cases the maintenance of lines and rails is a very heavy matter, going to 1·5d. per car mile.

282. *By the Hon. J. Sternberg.*—Have you seen the Tasmanian electric tram?—Yes; I have ridden on it.

283. Do you recognise that as the latest method?—That is Siemen's method of adopting the trolley system. The trolley system is the latest, and is the only one that experts will look at. It was the introduction of that system that made electric traction practicable. Instead of having a roller there they have a bar under the connecting wire.

284. You see the old railway rails they use there?—Yes.

285. Do you agree with our old rails being used for the purpose?—Yes, we could use our present rails—it would merely require careful bonding.

286. *By the Hon. the Chairman.*—Can you point the Committee to any place where we can find corroboration, where it is pointed out that it is heavier on the rails?—I will look that up.

287. *By the Hon. J. Sternberg.*—Do you know how the Tasmanian system pays?—It does not pay. It is like the great majority of electric lines, it cost too much to start with, and that I see is urged against many of the electric lines in America. The story written against many is "over capitalized"; that applies to Tasmania—I do not think that line has ever paid a dividend.

288. What is your impression as between the ordinary steam locomotion and electric tramways—do you think there is less danger in connexion with the electric travelling than steam?—No, I do not. So far as I can ascertain the number of accidents is greater with them than on the steam railways, owing to the open cars and the trailers and the people stepping in between. It is a matter engaging the attention of American roadmen as to how they can prevent it, because they are being "lambled down" all round—claims being made against them, and they have to pay very heavily indeed.

289. Are the breakdowns more frequent?—I do not think so. Every well-equipped station has spare plant, and within a second or two they can throw one out and put another on.

290. You have seen the ordinary cell system, where the electricity is stored under the car?—Yes, I travelled on the cars in Paris, where they were running them; they had the most improved cell. I made inquiries there and they told me it was exceedingly good for the public, but very bad for the shareholders. It is acknowledged all round that the accumulators are not suitable for the work because of their great weight and their rapid deterioration.

291. Are they more applicable to storage for electric lighting?—Only under certain circumstances. They are not at all satisfactory for traction purposes, and have not been a success anywhere. It was tried in Birmingham, with the result that it cost 11·65d. per car mile.

292. *By the Hon. the Chairman.*—You know the reason that the Paris people use the accumulator?—Yes; they will not have the city disfigured with the trolley.

293. How do they use both the trolley and the accumulator; I understand that when they get outside Paris they use the ordinary overhead trolley?—The car I was in had no attachment for trolley; it was run only by the accumulator.

294. Was that within the city itself?—No, it was outside the city where I travelled. I remember that what you speak of is done in some places.

295. How was the accumulator charged?—From posts on the streets. A wire was connected with it, as you attach a hose to a hydrant. They come to pillars erected on the streets and get charged.

296. Are they permitted to erect posts now in Paris?—They are only short posts standing on the footpath, a little higher than one of our hydrants. The objection you mention has been waived in a great many other places, and, no doubt, in a short time they will allow them in Paris also.

297. You are preparing the estimate asked for?—We are looking into it.

298. Have you anything further to state to the Committee?—I do not think of anything further.

*The witness withdrew.*

*Adjourned to to-morrow, at Three o'clock.*

---

WEDNESDAY, 23RD NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,  
The Hon. E. Morey,

The Hon. J. A. Wallace,  
The Hon. Sir A. Snowden.

Thomas Hale Woodroffe, examined.

299. *By the Hon. the Chairman.*—You know the subject of this inquiry—whether we can improve on the present method of traction, in any case, on the suburban lines?—Yes.

300. You have charge of the rolling-stock?—Yes; as Chief Mechanical Engineer.

301. Do you agree with Mr. Rennie's statement, that the cost of the whole of our rolling-stock which is in your charge would amount to about £750,000 on the 75 miles of suburban lines?—Yes. I think from £750,000 to £1,000,000 would be about a fair thing to estimate for it.

302. You are constantly making new rolling-stock, I understand; upholstering and repairing carriages, and keeping them up to a fixed standard?—Yes.

303. Would that make it continuously for five years of a value of £750,000?—As to the rolling-stock, I may say that from a few years after it is made it is continuously being repaired, and portions of it renewed.

304. Can you give any idea approximately as to the cost of keeping it up per annum, still on those suburban lines?—I can give it you approximately. We do not keep the accounts separately, and the usual practice is to estimate the repairs at a certain rate per train mile. The charge against repairs of locomotives, cars, and waggons for the suburban lines, which includes 95 miles of them, for last year was £52,868.

305. Have you a separate account for new stock?—I would like to explain that. That £52,868 is based on the rate per train mile. All railway people base their charges and expenses principally on the train mile. It is a very fair method.

306. Is there another account in which you debit new stock?—Yes. New stock is generally charged to special accounts.

307. What would be the average addition of new stock on the suburban lines for five years?—I find on reference to the books that six new engines previously built were first put into running from December, 1893, to May, 1894, or within the five calendar years above mentioned. These cost £20,152. There were also twelve new carriages recently built and put on suburban lines; six of these in 1897–8, and six during the present year, 1898–9, at a total cost of £12,988. Both charges against "Capital."

308. Then the £52,000 odd will complete the annual cost for repairs and renewals on the lines?—Yes. I take it that by "new stock" you mean new stock and new engines; not new wheels and axles, and so on. Those would be in "repairs."

309. *By the Hon. J. H. Abbott.*—You mean that £52,868 keeps the rolling-stock in good serviceable repair?—Yes.

310. *By the Hon. the Chairman.*—You have a requisition for a large amount for new rolling-stock for the country lines for the next three years?—Yes; £110,000 is one item, and the other is about £114,000.

311. Will any part of that be for the suburban lines?—No; the country lines only.

312. Supposing for a moment that we were to remove all our present rolling-stock, and work by electricity, could you use any portion of the rolling-stock for the country lines that is now worked on the suburban lines?—You could, undoubtedly.

313. Would it save the expenditure of much of this quarter of a million for three years if you knew now for certain that electricity was to be used on the suburban lines within a certain time?—It would. It would take time to carry out.

314. Would it be fairly of the class that is in demand for the country lines?—No.

315. Could it be used?—It could, to a certain extent. I may say at once that the £114,000 allotment is principally, if not wholly, for corridor cars with lavatories and closet accommodation. The carriages on the suburban lines would not do for that. A certain amount of the second allotment, also, proposes to provide sanitary and closet accommodation, and the suburban carriages would not do for that without very extensive alteration, which would not be satisfactory but for a certain proportion of the stock; no doubt those carriages on the suburban lines could be utilized.

316. And the engines?—They could be used, but they would have to have extensive alterations.

317. Supposing that this, in round numbers, has been stated as £750,000, what proportion of that value would you debit the country lines with; if that alteration were made, what would be a fair proportion to carry in their value?—The £750,000 is the cost of it, and it is a very round and approximate figure, because the carriages were bad many years ago, and made under all sorts of circumstances. They probably cost more than you could equip the same number for now.

318. What would be a fair amount to debit the country lines with, and credit the suburban; would it be half the £750,000; would you say half-a-million?—I doubt whether we want all of them; I do not think we want all of them.

319. In any case the carriages must be wanted to some extent; you have said that?—Yes.

320. What would be a fair thing to debit?—I think we have only between 200 and 300 carriages on the country lines altogether, whilst we have over 400 on the suburban lines.

321. What would be a fair thing to credit the suburban system and debit the country lines with under this change?—I should say myself that if such a thing took place and the whole of the stock on the suburban lines were released, 100 or 150 of the carriages could be utilized. I do not understand your "credit" and "debit" business. You would have to pay the interest on both the stocks just the same.

322. But if we start the electric system we start debiting it with all the power-houses and trucks and carriages. When you sell over the rest to the country lines what would be a fair debit for the whole of those which would be useless to the suburban—would one-half?—I do not think so. I do not think we could utilize one-half of them. They would be standing most of their time.

323. Could you debit it with half-a-million?—I do not think we could; it would not be a fair thing to do.

324. What would you regard as a fair thing?—It is a very difficult question to answer. As far as the engines are concerned, which form a large item, they are suburban engines pure and simple—tank engines—and they are not suitable for long journeys. They do not carry enough water and enough fuel.

325. You will have spurs?—They are too heavy for that altogether.

326. Can you give us the debit and credit; would you like a little time to consider it?—I think I would. You see all those engines, of which we have 133, some 107 are fairly modern good engines which, if they were used on the country lines, would have to be adapted for the purpose, and that would involve £800 to £1,000 a piece—I could ascertain what that would come to—and then they would be, I think, fairly good engines for ordinary traffic, but not up to modern requirements by a good deal.

327. In the mallee railways and the spurs they would all come in?—I could not say that just now. It is a question of weight, and there would be the removal of the tanks and the introduction of the bogie on the front end, and the addition of a tender. After all that was done, whether they would be light enough to run on light lines would be the question. Of course, in this matter I do not know whether you have thought over the system on which you are going to work the lines by electricity. It might be quite possible to use the same carriages.

328. If you mean by electric engines I do not think that it would be contemplated by the Committee for a moment. We take the simpler methods?—I would not contemplate separate electric motors, but it is quite possible to have motor carriages of sufficient power, and they are made, I believe, that would be quite able to draw a train of ordinary carriages behind them.

329. Some illustrations of the best and most approved methods of working with electric traction are to be found in the *Electrician* of 1894—[quoting the same]?—The point I wanted to convey was this. You ask—Is it not possible with electric traction to use some of the present rolling-stock—the present cars. Of course that depends entirely on the system that is adopted. If the cross-compartment system with side doors is adopted, I see no reason why the bogie-cars could not be used in conjunction with the other motor-cars.

330. That is one of the most valuable suggestions that you could make if you could adopt it?—But it involves a very vital principle—the through gangway and the travelling conductors. You see our system is to have compartment cars, and the sale and checking of tickets done at the stations. The American system and the usual tramway system is to have through gangways and travelling conductors, and of course it would be only in the event of our present system of working the suburban system service being continued that I think you could utilize any of the cars to advantage. If you adopted the other system it would involve so much alteration to the cars that I do not think it would be worth while. There is another point, if our present system is continued (I am not an electric traction expert) I do not see why our bogie cars could not be fitted with motors. There may be some electric objection to it, but as far as I have seen the drawings of the larger and more modern motor-cars, they correspond very well with our bogie-cars, about the same length and shape and the bogies about the same, but the point as to whether there should be cross-compartments, and whether the present system of collecting tickets and so on is to be continued would have to be settled first.

331. Your evidence as Mechanical Engineer is of weight on that point?—I do not say it is economical. It would have to be worked out, of course. At first sight it does not appear to be unreasonable, and I only bring it forward in view of this “debit” and “credit” business—that it would affect such a question as that.

332. It is a most important question as to the adaptation of electricity to our present circumstances. Your idea is to make the transition with as little loss as possible, and have all the convenience and advantages of the new system?—Undoubtedly; that would be the object of any one who carried out the scheme.

333. You agree with the others as to the advantage of a three-minute service on, say, the St. Kilda line or the Port Melbourne line?—Advantage in what way?

334. It equips you to compete for the traffic. The trams give a service of three or four minutes?—You see we do not fill our trains in the slack time of the day now.

335. But the trams are filled very much better. Do you think if you could give a three-minute service for such a carriage as you now speak of that you would not earn more money, and be a greater public convenience?—It would be a greater convenience; but I doubt whether the receipts would be appreciably greater.

336. Without speaking of the receipts—taking our chance of that—would not it equip you to compete with the trams?—Provided your working expenses were not increased too much by it.

337. What is your general view of the strides this movement is making on the Continent, in America, and in England?—Of course, I do not claim to have any personal knowledge of electric traction; but I read most of the scientific journals of the day, and I cannot shut my eyes to the fact that there have been enormous developments in the transmission of power by electricity, and especially in the traction of tramcars. The development seems to have been mostly on street railways; but it is gradually extending, I think, to more important systems. I have no doubt that local circumstances and conditions have influenced a great many of the cases; but in other instances there must have been very great advantages for them to adopt it. The mode of traction is advantageous, no doubt. Of course the absence of smoke and the cleanliness and brightness and everything is very noticeable. I happened some months ago to be in Brisbane, and went over the electric tram system there, and was much impressed with the excellency and efficiency of the arrangements; they seemed very suitable for that class of traffic. The tendency seems to be towards very large installations, especially in England, in connexion with the lighting companies. I read the other day in the *Engineer* that some of the companies are contemplating coalition, in order to establish enormous power-houses, and I think it is in that direction that economy lies. In small systems, of course, there is not nearly the efficiency or economy that there is in large. But notwithstanding the development that has taken place, especially in America, many of the suburban elevated companies are still hanging fire in adopting electric traction. One would think, if there is any economy to be gained, that they, at least, would jump at it. For instance, the Manhattan Elevated, which has a traffic on 36 miles of railway, running 9,000,000 miles a year—as much mileage as we run over the whole of our system—have been approached for some years to adopt electric traction, but they have not done so, therefore it does not appear that everybody is agreed as to the benefit of it.

338. What is the nett result, from an economic point of view?—My reading, so far, goes to show that it cannot touch steam traction in economy.

339. Do you mean you are able to work those railways in the suburbs of Melbourne as cheaply as you could if they were electric?—Yes.

340. That is to say if the coast were clear and you had a free hand with the same population and were not embarrassed with the engines and cars you have, would you adopt the electric traction?—If I had to, in a case like that, I should form a careful estimate of each system, and be guided by the results.

341. You could not say off hand?—You see whatever advantage you would gain by starting with a clean sheet in the shape of electric traction you should give the same opportunity to steam traction. No

doubt, if we were to start with a clean sheet with steam traction we would have more efficient engines and better carriages, and could reduce our working cost very considerably; but you see we have all that stock, and we cannot afford to throw it away.

342. With the most improved steam-engines, or the most improved electric contrivances and your present conditions, which would you adopt?—With the limited knowledge that I have gained by reading, I am of opinion that steam traction would prove the cheaper.

343. Would you have done it in Brisbane?—Yes. I would not adopt steam on a street railway; I should adopt electric traction.

344. Would you not for the St. Kilda and Port Melbourne lines as well—those are merely streets fenced off?—Still you have to carry your traffic under certain conditions quite different to those on a street railway.

345. But you can go faster, and you are not interrupted; from that point of view, which would you adopt?—I think it would be found that steam traction would be the cheaper under the conditions on which we work the railways. For instance, we are called on to shift 400 or 500 people at once in large trains.

346. Of course you know what they do with electric traction, where the great point is to move those masses of people quickly?—Yes.

347. Do you see any difficulty in the electric system being able to move numbers three or four times greater than we have to move, as they do in Glasgow, London, and New York, on to ten times our numbers?—I do not know whether they travel the speed.

348. Do you agree with Mr. Rennick as to the average cost of the suburban system, 3s. 6d. per train mile?—Yes, that is the average cost for all the lines for last year. That would practically apply to our suburban system.

349. Was it higher three years ago—has it ever been 4s.?—Not since 1883. It declined up to 1893-4, and since then it has been gradually increasing.

350. What is the latest?—3s. 6·76d. and 3s. 4·67d.

351. You see the quotations as to the working of street railways?—Yes.

352. What do they run at by electric railways per car mile?—As far as my recollection goes, from 5d. to 6d., but of course that is per car mile; 3s. 6·76d. per mile is for a train of 200 tons, eight or ten carriages.

353. Do you consider it a disadvantage between ten and four o'clock to move a great number of carriages with an engine and a mere handful of people?—It is a disadvantage, and we minimize it as much as possible by cutting the trains down.

354. You say nine of those carriages at 6d. a car mile will make up the 3s. 6d.?—Yes, I think that is a fair way to look at it.

355. Have you considered that the tramway system and electric traction means a car running carrying from 40 to 70, and in some cases 120 passengers?—About 60, I think, is the average.

356. A three-minute service, with 60 in one of those cars, would meet the requirements of any of your lines?—I do not think you could work some of our lines in that way. You see we have a difficulty in running our trains, carrying 500 passengers, even now in following them at five-minute intervals. Some of our trains we run on two-minute headways, but then it is always an express before a stopping train. I do not think we could decrease that headway and provide the same safeguards for the public that we do at present.

357. You would not go so far as to say, with the examples of London, Liverpool, Glasgow, and New York before us, where enormous masses of people are in the electric trains, that ours are not adapted because of numbers?—I think that if electric traction is adopted it will have to be on a large scale, and to carry large trains, the same as we have at present. Probably, during the slow time of the day, you might run with fewer carriages than we do at present, but I understand our trains are cut down as low as they can be during the slack time of the day.

358. You admit those heavy weights are a disadvantage: what would be the weight of one of those trains with eleven carriages?—Bogie-carriages weigh 20 tons, and the others from 10 to 12 tons.

359. Suppose you had an engine and eleven carriages, what would they weigh?—Our suburban trains average 200 tons all told, filled with passengers.

360. Between ten and four you are carrying 200 tons then?—No; we cut that down to six carriages. We have cut down wherever it can be done. I think as a rule the trains are cut down to about two-thirds.

361. What would be the weight then?—About 150 tons.

362. With three or four passengers on those trains, which I often see, you carry three passengers with the 150 tons deadweight?—Yes, I cannot say for the passengers. I think that is far too low an estimate of the number of passengers.

363. I have taken the trouble to count the passengers at various points; have you any statement you can lay before the Committee?—I have not any records before me as to the average number of passengers during the slack times.

364. Your department is not interested in that?—Excepting in a general way, of course. I have no doubt the Traffic branch have records of passengers travelling during the slack time. I should say three or four a train was a very low estimate. The deadweight of the 200-ton train with passengers would be about 175 tons.

365. On the question of applying this as an experiment, is there any line that you would suggest where electric traction could be easily and satisfactorily tested?—I think it would be a mistake to test it on any small line. I think the success of electric traction depends entirely on its being done on a large scale, and I think it would be waste of money to test it on a small scale.

366. *By the Hon. J. H. Abbott.*—Could a trial be made in conjunction with the present running?—Not very well. It depends entirely on what system you are going to have. If you are going to work it on a system of small motors and small cars, I do not think you could.

367. You have a power-house at Spencer-street for lighting purposes; could not you extend that to work one or two lines?—I should say generally, as far as comparative suitability is concerned, that St. Kilda would be as suitable as any of them, but I think it would be a mistake to try anything of the sort on a small scale; I think it would be a waste of money.

368. Would you recommend an experiment to be made on the entire suburban system of 75 miles?—No, I would not.

369. *By the Hon. the Chairman.*—May we not advantageously begin as other colonies began, and work one line, even if we do it at a little loss at first?—I do not think so. I think what we should do here is to get the fullest and latest information on the subject before we do anything.

370. Can we get any more than we have now; six years on the Continent, and America putting down 14,000 miles the last fourteen years?—As I said before, the American railway authorities are by no means agreed yet as to the suitability of electric traction, as instance the Manhattan Elevated, where certainly, if the advantages in economy of working are distinctly in favour of electric traction, I cannot see but that they would adopt it at once.

371. You would suspend all action till when?—I do not think the time has arrived yet for us to adopt electric traction.

372. Suppose you experimented on the St. Kilda line, would it be an inconvenience?—It depends on the future developments in connexion with the central station a good deal, because it is the intention, when the station is built, to run the St. Kilda traffic in with some other traffic, probably the Brighton, and of course that could not be done if one system was worked by electric traction and the other by steam.

373. You are raising a very important issue now. It makes me ask you this question: What is your opinion—will electricity ultimately be the more economical traction and displace steam?—I cannot say. My knowledge is not sufficient to enable me to say that. So far as the present cost of production, I think it will not. As I said before, developments are being made every day and machinery is being improved, and the tendency is to make power on a large scale, and the cost is being reduced. I mentioned those instances in the midland counties of England.

374. *By the Hon. J. H. Abbott.*—The special stock that has to be provided for the country will be required in any case?—It will.

375. *By the Hon. the Chairman.*—You set yourself against any experiments?—I think the first thing to be done is to make a searching inquiry. It is worthy of deep investigation by everybody to ascertain what would be the cost of equipping the whole system. I think it is only in that direction that economy will be shown.

376. You would not begin, as they have in New South Wales and Queensland, gradually?—There they are equipping their tramways; they are not connecting with their railways at all; they are separate systems altogether.

377. Suppose we say ours are only streets—our suburban system. You have paid a high encomium to the Queensland system—do you want any further experience than that?—The Queensland tramway is a different class of traffic altogether; it is different from railway traffic altogether.

378. *By the Hon. J. A. Wallace.*—You have not looked into the matter to see whether it would pay?—No. That is one of the first things to do, to see what it will cost to provide a power-house and the machinery, and your cables, and your stock; then the next thing is to estimate the cost of working under that system, and compare it with what is the cost under the steam system, and if it can be shown that an ultimate gain in the shape of lower working expenses would cover the interest charges that would have to be made on the initial outlay, then you could decide one way or the other.

379. No doubt the object we have in view is to see whether we can do it more cheaply by electricity or steam?—You must keep in mind also the comfort of the passenger and the speed at which he travels. Any electric traction must provide for an average speed over the suburban lines of 16 to 18 miles an hour including stops, that means 30 to 35 miles an hour between the stations.

380. Could people not travel just as comfortably by electric traction as by steam?—No doubt, but the system must keep those points in view.

381. I understood from Mr. Rennick there was a jump that destroyed the rails; if that does take place, it cannot be so comfortable?—I think that can be taken up in the springs. I think he was speaking more of the grinding on the rails. No doubt there is a considerable wear on the rails in connexion with electric traction.

382. Can you say the cause of that?—No.

383. *By the Hon. the Chairman.*—As to the speed between the stations; on New York line, 10½ miles, with long stops at those stations going and returning, the average speed is 17½ miles, maximum 30 to 40; weight of train 60 to 77 tons, each train equals two carriages?—Yes, with probably 100 passengers. You see that is the case on that particular line. That would have to compete with our principal suburban lines, with trains of 500 passengers travelling at the same speed. If you have a train with the 100 passengers travelling at the same speed, it would take five of those trains to do the work which one of ours does.

384. The passengers equal two carriages of 80 to 100 persons each?—Suppose it is 200, you would have to have two and a half trains to be equal to one of ours. On the Brighton and Hawthorn lines some of the trains follow at five-minute intervals, and we have a difficulty in sending them as close as that. There must be a certain safe interval between them. I say such a train on our lines would have to be composed of as many cars as ours, in order to carry the traffic during certain portions of the day. During the slower portions of the day, of course, cars could be dropped off.

385. *By the Hon. J. A. Wallace.*—They seem to be about the same weight as yours by that?—The larger and modern electric motor-carriages weigh from 20 to 30 tons. They must have large wheels, large axles, and everything in keeping, and if you run the speed you must have everything substantial and good no matter what traction you have.

386. *By the Hon. the Chairman.*—That shows you might be able to adopt your heavily-made frames?—If you dealt with the passengers in the same way as we do with cross-seated carriages.

387. *By the Hon. J. H. Abbott.*—Under all the circumstances surrounding the subject, do you think we should be justified in advising that an experiment be made with any portion of our present suburban lines, or should we wait till the thing is sufficiently far advanced and recommend a trial on the whole lot; I understand you to say it cannot be done economically unless the whole suburban radius is in it?—That is my opinion; it must be done on a large scale.

388. Then, in your opinion, we would be hardly justified in advising that it should be tried on a small scale, because the result might not be satisfactory?—That is my view. As to the experience in the

Midlands, I have an article dealing with the subject in *Engineering*, 7th October, 1898, which says:—"According to our contemporary *Lightning*, the costs per unit sold by the three companies—the St. James', the Westminster, and the Metropolitan—were in 1896 and 1897, St. James', 2·19; Westminster, 2·19; Metropolitan, 4·13." Then there is a proposal to take the power-houses out of the centres and place them either near the coal mines and save the carriage on the coal, or in other cases do it by water power; and it is a point in connexion with this investigation whether we can get water power. "The first two companies propose to be partners in a power station on the northern outskirts, and by the time it is built they will probably have a demand for 10,000,000 units annually. It may be expected that they will show at once an immense reduction in costs, not only in coal, but also in every item." Then it goes on to speak of that, and instances the proposal under way at Leeds. "'The Cost of Generation and Distribution of Electric Energy,' read before the Institution of Electrical Engineers on 24th March, 1898, on the cost of electric energy in Leeds when the annual amount sold shall equal 5,000,000 units. From this table we see that a well-managed provincial station of moderate size can turn out current at a cost of about 1½d. per unit, against 2·2d. in the metropolis, nothing being allowed, of course, for interest and depreciation. But Mr. Hammond looks forward to reducing this figure to ¾d. at Leeds when the output shall have somewhat exceeded that of the Westminster Company. This result is to be obtained partly by economy, but more particularly in consequence of increasing the output about sixfold. Probably, it is somewhat too sanguine, for expenses are apt to laugh at estimates, and follow their own course. It is not conceivable that a London station, even in Willesden, will ever attain to it, however large its output. But it is quite possible that a newly designed and equipped station turning out 20,000,000 units annually, might do so at a fraction of 1d. a unit"; so it appears they produce it at present at 1½d., and by increasing the production they expect to reduce it exactly one-half—that would be ¾d.

389. *By the Hon. the Chairman.*—If you had it at that price what would your verdict be; would you think it could be applied successfully to all our suburban system?—I could not say. I was further going to remark, in connexion with the prices charged in the Niagara Power Company, that they sell power now in small quantities at ¾d. per horse-power, and in large quantities as low as ¼d. That is an illustration of what can be done by big installations.

390. That opens the question of transmission. What do you know as to how far it can be transmitted advantageously by any of those companies?—I am not an electric expert, and I do not know. I think it depends entirely on the size of the cables. Electricity is something like water. If you convey water through a very long pipe you may have a full bore at one end and a small flow at the other end, so that the loss depends on the size of the conductor; and, of course, the conductor being of copper, it can only be made economically within certain limits. There is something on it here. It says:—"In London the Westminster, the St. James', and the Metropolitan Companies are proposing to build stations outside their own areas; while the County of London Company have already a station on the River Wandle, from which they will supply current to Clerkenwell. But it is in the Midlands that we find the most ambitious schemes, for there the General Power Distributing Company propose to erect a station at Warsop, and to supply electric energy within a radius of 26 miles, over an area which includes the important cities and towns of Sheffield, Lincoln, Rotherham, Chesterfield, Doncaster, Nottingham, and Ilkestone." So that the tendency is, as I have said before, to have the production in large quantities, and it is in that direction that the economy lies. And I think we are a little bit too soon. We need to wait events.

391. We have unlimited sources of water supply in certain directions ourselves. Have you given attention to that?—I have not, except that possibly at some future time Melbourne might be supplied with power that way; but Professor Kernot has given that subject attention. Some years ago he had a proposition in that direction.

392. Do you know the Thompson River?—Yes.

393. As a mechanical engineer you will have some idea of the tremendous fall?—You require fall and volume.

394. There was a Bill before Parliament for a company to get enormous power at a certain point?—Yes. This is what is said in connexion with the charges in the *Railway Engineer* of September, 1898. "Prices of electric power from Niagara, in Buffalo. Seeing what outrageously absurd prices have been demanded from tramway companies in this country by county and urban councils and other local bumbledoms who have squandered the ratepayers' money in putting up white elephants called power-stations, the following official prices for Niagara electric power, delivered in Buffalo, are interesting. All payments for power are to be made monthly, and the amount of each monthly payment will consist of a charge for service and, in addition thereto, a charge for power. The charge for service is 1 dol. per kilowatt per month (about 75 cents per horse-power per month) and this charge will depend only upon the amount of power which the user may require the Cataract Power and Conduit Company to keep available and ready for his use." Then it gives the prices; ranging from ¾d. for small quantities per horse-power per hour to ¼d.

395. Does it give the distances they are transmitting in practice?—I fancy they transmit from about 20 to 25 miles.

396. Then do they use any mechanical appliance to transmit it further?—I do not know. Of course I am only instancing this to show the tendency all over the world towards large power plants, and doing everything on a large scale. So it is evident that true economy lies in that direction; therefore we should not be in too much of a hurry to make small experiments.

397. *By the Hon. J. A. Wallace.*—They would not need three or four engineers, where all the power was in one place—there would be economy in that direction?—Yes; concentration of management and concentration of expenses.

398. *By the Hon. the Chairman.*—Has the Department Mr. Jones' report?—Yes.

399. When you were a Commissioner did you consider that?—Yes, we compared our figures with those given by Mr. Jones, and we came to the conclusion that we were working cheaper than under that proposal, and it would have involved an expenditure of £70,000 or £80,000 for the St. Kilda and Port Melbourne lines.

*The witness withdrew.*

*Adjourned to to-morrow, at half-past Three o'clock.*

THURSDAY, 24TH NOVEMBER, 1898.

*Members present :*

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. A. Wallace,  
The Hon. J. Bell,The Hon. J. H. Abbott,  
The Hon. Sir A. Snowden.

Hugh Mackay, examined.

400. *By the Hon. the Chairman.*—What are you?—A member of the civil service. I am now engaged on the Forestry Commission.

401. You travelled in Canada and the United States with the Hon. Mr. Reid?—Yes, in connexion with the Ottawa Colonial Conference in 1894 and 1895.

402. During that travelling you examined the electric traction in Canada and the United States?—Yes, I made certain inquiries at the request of Sir James Patterson which were not formulated in a report. In the United States I found the system of electric traction was almost wholly confined to the overhead trolley. The three systems, the trolley, the underground conduit, and the accumulator, have been tried. The accumulator system has been successfully tried in Paris and Birmingham, but has not been adopted, as far as I am aware, by any American companies. The underground conduit has been adopted successfully in Washington and New York, but the disadvantage of the conduit system as compared with the overhead trolley is that the cost of line construction is much heavier, being from £20,000 to £23,000 per mile, as compared with £3,000 to £5,000 per mile for the trolley.

403. Does the £3,000 include everything?—Not the power-station as a rule. In addition to the greater cost of construction of the conduit system; often, in low grades, say between two hills, there is a risk of stoppage of the current owing to flood waters, and that I am informed is one of the principal reasons why they rejected that system in Sydney. In the United States the trolley system is usually operated either with single cars or with one motor-car and a trailer. Those cars carry from 40 to 80 passengers comfortably, according to the size, but when there is great pressure of traffic, on the occasion of races or baseball matches, they carry as many as 120 passengers.

404. *By the Hon. J. Bell.*—On what length of line?—They vary from 4 miles to 12 or 15.

405. Do they use a single car for 15 miles?—Yes, but usually on the longer lines they have two or three together. In Chicago in operating the cable cars they almost invariably couple three together. On the workmen's trams in Melbourne I have never seen more than two together, there they have three together, and electric cars very often two together.

406. *By the Hon. the Chairman.*—As to races and other large traffic days, how do they accomplish it?—The cars run at intervals of one and a-half to two minutes. To give an instance, take Toronto, a city of about 220,000 inhabitants, on the occasion of races or agricultural shows, where they have to move from 20,000 to 35,000 people, the cars would probably run at intervals of one and a-half minutes to two or three minutes, according to the traffic, and the competition of the steam lines. The Grand Trunk steam railway has a line running in the same direction, and they compete with the Toronto street railway company. In some cases they run out to the country, but in nearly every case they run along the open streets or roads—they are not fenced off.

407. *By the Hon. J. H. Abbott.*—Like the tramways?—They are called street railways; they are worked with a solid roadway, faithfully built, and with heavy T or grooved girder rails and stone ballast.

408. *By the Hon. the Chairman.*—What gauge have they?—4ft. 8½in. almost invariably.

409. You would know no difference between that and the New South Wales railways?—The New South Wales steam railways are 4ft. 8½in., and so is the new electric line from Circular Quay to Redfern and Ultimo.

410. When you gave the price at £3,000 a mile, you included everything except the power-house?—Yes, in the case of cheaper lines in Canada, the power and car house would be included, but not the generating machinery.

411. You have seen a large crowd carried to the races and to the agricultural shows. It has been stated here that, night and morning on the St. Kilda line, there would be a difficulty in transferring the people by the electric carriages if taken singly, or even double; can you answer that objection?—I do not see that there would be any difficulty. In Brooklyn, the eastern part of New York, nearly the whole of the street railways are on the electric system. In the case of one line, built about four years ago, it has successfully competed with the neighbouring steam railway which parallels it, and has taken an immense amount of traffic from it. Our population is very materially less than Brooklyn; in Brooklyn and New York there are about 2,750,000 people.

412. Then it is absurd to say we could not transfer those people going home at night or coming in in the morning?—Far larger crowds are carried on the electric railways in Brooklyn and Chicago than any crowds I have seen in Melbourne.

413. You do not see any difficulty in it?—It does not strike me as a difficulty.

414. *By the Hon. J. A. Wallace.*—There is nothing to prevent your running three or four cars together?—They run three cars together frequently, carrying in each from 40 to 80 passengers comfortably; and, as the Americans are not particular as to getting sitting room, they hang on to the car in any position, as our own people do here, and many of those cars carry up to 120 people.

415. *By the Hon. J. H. Abbott.*—At what speed do they travel on the street railways?—From 8 to 10 or 11 miles as a rule, but early in the morning and late at night they run at greater speeds—say 16 to 18 miles an hour. Taking Ottawa, the capital of the Dominion, a city of about 60,000 people, the speed of the cars is from 8 to 10 miles an hour, but the postal cars, running early in the morning and late in the evening to the union depôt, carry the mails at the rate of 18 to 20 miles an hour.

416. *By the Hon. the Chairman.*—That is an electric line?—An electric line, but the electricity is generated from the Chaudiere Falls on the River Ottawa.

417. Will you enumerate the places that you have visited in the United States and Canada where they have electric traction?—New York and Brooklyn, Philadelphia, Washington, Buffalo, Chicago, St. Louis, St. Paul, and Minneapolis; and in Canada—Montreal, Ottawa, Hamilton, Toronto, Halifax, Port Arthur, and Vancouver. All those places have electric lines.

418. You must have seen thousands of miles of lines?—The latest returns I have seen show that the mileage is over 14,000 in the United States; and, speaking from memory, I suppose there are about 600 miles in Canada—that would include cross tracks and branch tracks.

419. *By the Hon. J. H. Abbott.*—Are they all of the same nature?—They are almost universally on the overhead trolley system. Where they run through the streets they run on the level, the rails being laid on a concrete foundation; there is nothing to prevent the ordinary traffic going across them; where they run in the country they are cross-sleepered and stone-ballasted.

420. *By the Hon. J. A. Wallace.*—Is the power carried overhead?—The conductor is carried overhead; the feeder cable is carried underneath as a rule, although sometimes from motives of economy it is carried on the line posts.

421. *By the Hon. the Chairman.*—Do you find in your experience anything that you deem a disadvantage in the system?—No, I do not.

422. Can you give any idea of the fares?—The fare which is almost universal is 5 cents, or  $2\frac{1}{2}$ d., for any distance up to 10 or 12 miles. In Toronto you can get double transfers on certain of the lines, which will carry you 14 to 16 miles, but that is an exceptional case. In Philadelphia there is a line running in competition with others which carries passengers for the same fare nearly 18 miles; that is the longest distance I am aware of. That line was not completed when I was there, but that is the official record—the cost of construction is low, and the working expenses are low.

423. *By the Hon. J. Bell.*—Have you any idea of the cost of the line?—From £3,000 to £5,000 per mile for first-class trolley lines. The Ottawa line was built at a cost of between £1,000 and £1,100 per mile, it being a light cross-sleepered line with 56-lb. T rails.

424. Are wages lower there than they are here?—In the eastern states they are, not in Chicago. The wages in Chicago for track men and motor men are quite as high as those in Sydney.

425. Coals are dearer there?—They are rather higher than here, and the wages are higher than the wages paid on our cable lines. In Toronto the cost of coal may be put down at from 10s. to 12s. a ton. In some parts it is as low as 2 dollars.

426. *By the Hon. the Chairman.*—There is no great discrepancy in the matter of coal?—Coal in Sydney would be materially cheaper.

427. The coal in America would come pretty near in price to our own coal?—In the western states it would, and in cities like St. Louis, Minneapolis, and St. Paul, or San Francisco, where the coal has to be brought down from Vancouver Island. They have no coal on the western seaboard of the states.

428. We have no disadvantage in the matter of coal for generating the power?—I think not.

429. *By the Hon. J. Bell.*—What are the hours of labour there?—In the States they are usually ten hours, and in Canada they are nine. As a rule wages are 25 per cent. lower in Canada than in the United States. In the eastern states they are materially lower than in Australia. In the western states, in connexion with steam railways and cables, you may take the wages to be about the same as the Government railways here; they are higher than the wages paid by the cable company in Melbourne.

430. *By the Hon. the Chairman.*—The carriages are all lighted by the electric light?—Yes, by the same power; the streets are also lighted by electricity.

431. Are they comfortable and well lighted generally?—Yes, much more comfortable than our cable cars. In some cases they are built with cross seats; in others the seats run lengthways, but the best cars are all upholstered in Wilton, and inside they are finished off with walnut or cherrywood.

432. *By the Hon. J. Bell.*—They are all one class?—Yes, all one class and usually one fare. The principal line I have in my mind at present is the New York, Newhaven, and Hartford beach line; they converted that from a steam railway into an electric line.

433. *By the Hon. J. H. Abbott.*—That is a street railway?—It runs along the Nantasket Beach; it is a country line.

434. Is it fenced in?—Not as far as I am aware. This same company has since converted other branches of its lines to the electric system.

435. *By the Hon. the Chairman.*—They have become general converts to it?—Yes, but I understand that on the later lines they have employed the third-rail system, in which the power is taken up by a shoe in contact with a central or side rail. The reason they are using the shoe is that they found the overhead wire was not so suitable for high speed. On some of their lines they run at a speed of 40 miles an hour. On the line they first converted they run from 18 to 20 miles an hour.

436. The object of your giving such close attention to this matter was that the Patterson Government requested you to make a report?—Yes, in connexion with certain projected lines; what they had in view were probably suburban lines.

437. *By the Hon. J. Bell.*—The Ministry of the day had in contemplation the adoption of electric traction?—The comparative cheapness of steam service and electric traction.

438. *By the Hon. the Chairman.*—Did you report?—No. I found that there was no likelihood of electric traction being taken up in this colony, and it would be practically waste of time to go into it exhaustively. At that time I had to take up the Railway Inquiry, so this was put aside.

439. Supposing you had to give an opinion, what would it be?—I should say that for ordinary suburban work, or for short country lines where a heavy passenger traffic has to be moved, there is no comparison between a steam service with its heavy engine, heavy passenger carriages, and working cost, and an electric service.

440. *By the Hon. J. H. Abbott.*—What speed do the electric railways that you have mentioned attain?—Up to 30 and 40 miles an hour. I understand our suburban railways run from 15 to 20 miles an hour, taking the average with the stoppages—the electric railway with the third rail runs faster than that. There is one short country line, 22 miles in length, running from Hamilton, in Ontario, to Beamsville and Grimsby. It runs through a rich farming and orchard district, and was designed to carry, in addition to passengers, fruit, vegetables, and other farming produce, and light general merchandise. It runs at a comparatively small distance from the Grand Trunk steam railway, and competes with it for this traffic. The cars stop when required at every farmhouse along the route, and milk-stands are erected at frequent intervals for the convenience of the farmers. Its rates are based on weight and distance, and it competes successfully with the Grand Trunk line running through the heart of this farming country—that is the most successful country line I have seen. In Montreal Island a similar line has been built, which carries similar traffic;

it enables the farmers, who used to have to leave their homes at midnight, taking their waggons and carts with farming produce, to leave at five or six in the morning, and get into Montreal or Hamilton in time to market their produce. In the case of Montreal Island, it has no steam railway to compete against, but the Hamilton line competes against a very keenly-managed steam railway.

*The witness withdrew.*

Arthur W. Jones, examined.

441. *By the Hon. the Chairman.*—What are you?—I am an electrical engineer.

442. Are you located in Victoria?—Yes. I have been in New South Wales; we have an agency there.

443. You have reported on the subject of electric traction to the Railway Department?—I sent in a report under date 6th September, 1895, on the electrical equipment of the St. Kilda and Port Melbourne lines, including in that report all the information there was to be had on suburban railways worked by electricity up to that date. Since that time a good deal of information has come in, as additional lines have been equipped from time to time, so I went over my 1895 report and prepared another one the other day, dealing simply with the electrical equipment of the St. Kilda line, making use of all the information that was to be had up to the present time, and bringing the matter down to actual facts as to cost of equipment, cost of operation, saving by operating by electricity, and probable increase of traffic by increasing the number of trains—[*The witness read the same as follows:—*]

REPORT ON THE ELECTRICAL EQUIPMENT OF THE ST. KILDA SUBURBAN RAILWAY.

Under date of 6th September, 1895, I laid before the then Chairman of Railway Commissioners a report on the electrical equipment of the St. Kilda and Port Melbourne lines. It was not then deemed advisable by the Commissioners to undertake the proposed alteration in motive power. Since the date of the report above referred to a large amount of additional information has been made available through various similar enterprises in America which have proved successful, and as the question of electrical equipment of the Melbourne suburban railways has been again brought forward, I think it may be interesting to look into the matter again, and have therefore prepared a report on the electrical equipment of the St. Kilda line alone, bringing all figures up to date, and applying the results of the latest electric railways operated in the United States. As the Railway Department is now building and equipping an electric lighting station, a new impetus should be given to the proposed electric railway scheme, inasmuch as the power required to operate the St. Kilda line can be furnished from the railway electric lighting station, without in any way increasing the staff of employes at the station. In considering, therefore, the cost of generating electric current for the railway line in question, we have only to deal with the cost of the extra coal and oil consumed, and the repairs and up-keep of the additional steam and electric plant required. In taking up the question, it appears at the outset that there are two courses open to the Department:—1st. To change the motive power on the St. Kilda line, to run shorter trains at more frequent intervals, but in other respects to maintain the line as at present operated with a staff of porters, station-masters, &c., at each station; or, 2nd., to change the motive power on the line, to run shorter trains at more frequent intervals, to do away with employes at intermediate stations, to collect the tickets by conductors on each train, and in fact to change the system, both as to motive power and method of operation, into an electric tram line. The St. Kilda branch is practically nothing more or less than a tramway, carrying passengers only, yet with the marked advantage over a street tramway that it operates on its own right-of-way, and is therefore free from the annoyance and delay incident to foot and vehicular traffic. It would seem, therefore, a mistake to operate it (as it is the case now) with all the accompanying expenses of a through trunk line. Hence, I shall confine this report to a consideration of the economy effected by adopting the second course cited above. The most fruitful sources of waste on the St. Kilda line, as at present operated, are as follows:—1st. The time taken up in shunting at the terminal station is a source of waste. From four to seven minutes is thus occupied twice during each round trip of every train. With a frequent service, the aggregate is considerable, and this time spent by the employes in unremunerative labour must be considered an actual loss to the Department. 2nd. The trains do not, according to the present time-table, run at frequent enough intervals to properly accommodate the suburban traffic, yet with the present service an increase in the number of trains could not be made without involving too great an increment in the operating cost. 3rd. Owing to the prevalence of monthly and season tickets, the employes at the intermediate stations have but little occupation. 4th. The high locomotive charges are caused by excessive consumption of coal, extensive repairs, and the necessity of two men on each locomotive, one of whom must be a more or less skilled engineer. 5th. The heavy steam locomotives cause a wear and tear in the track which necessitates an annual expenditure of between £1,300 and £1,400 for repairs. The lighter electric motor-cars will effect a large saving in this figure. In the schedule of operating expenses which follow, I have reduced the present cost of maintenance of way and works by only 25 per cent., which may be considered a very moderate allowance. The above sources of waste, if I may use the term, can be reduced by the introduction of electric traction in the following manner:—1st. I propose to operate electric trains in such a way as to require no loss of time in shunting at the terminus, thus practically the whole time of the employes will be devoted to remunerative labour. 2nd. I propose to practically double the number of trains on each line—running at the same speed as at present, but with half the interval between trains. With this quicker service the long trains now used will not be required, so I have considered that a train of three cars will be quite enough except upon special occasions, when four may be used. 3rd. The station hands now employed at intermediate stations are an unnecessary expense, and I propose to do away with them by providing each train with two conductors, whose duty shall be to take and register fares upon the trains. It has been said that there is not interval enough between stations to enable two conductors to take and register fares. In reply to this criticism I would say that the prevalence of monthly and season tickets reduces very greatly the work of the conductors; and, furthermore, as they have no other duty to perform than that of taking tickets they will be able to get through a crowded car in a very short time. I have seen two conductors take and register fares on a line operating under more severe conditions of traffic than will ever be the case on the branch in question. 4th. The locomotive charges will be reduced by the greater economy of coal and oil consumption, and reduction in cost of operatives and repairs. The locomotives at present consume from 6 lbs. to 8 lbs. of coal per horse-power per hour. On the other hand, the stationary engines (compound condensing) would be capable of operating with as low a consumption as 2 lbs. of coal per horse-power per hour, but in the calculation which follows I have placed it at 2½ lbs. 5th. The saving in wear and tear of road-bed and track I have already alluded to. In the figures which follow I have referred, for purposes of calculation and comparison, to the actual results of electric railways which are in successful operation to-day.

The following time-table is proposed for St. Kilda line:—

Leave St. Kilda—

5.50	...	6.5	...	6.20	...	6.35	...	6.50	...	7.5	...	7.20	...	—
7.35	...	7.41	...	7.47	...	7.53	...	8.0	...	8.6	...	8.12	...	—
8.18	...	8.24	...	8.30	...	8.36	...	8.42	...	8.48	...	8.45	...	—
9.0	...	9.6	...	9.12	...	9.18	...	9.24	...	9.30	...	9.36	...	—
9.42	...	9.48	...	9.54	...	10.0	...	10.6	...	10.12	...	10.18	...	—
10.24	...	10.30	...	10.36	...	10.42	...	10.48	...	10.54	...	11.0	...	—
11.10	...	11.20	...	11.30	...	11.40	...	12.50	...	12.0	...	12.10	...	—
12.20	...	12.30	...	12.40	...	12.50	...	1.0	...	1.10	...	1.20	...	—
1.30	...	1.40	...	1.50	...	2.0	...	2.10	...	2.20	...	2.30	...	—
2.40	...	2.50	...	3.0	...	3.10	...	3.20	...	3.30	...	3.40	...	—
3.50	...	4.0	...	4.6	...	4.12	...	5.18	...	4.24	...	4.30	...	—
4.36	...	4.42	...	4.48	...	4.54	...	5.0	...	5.6	...	5.12	...	—
5.18	...	5.24	...	5.30	...	5.36	...	5.42	...	5.48	...	5.54	...	—

6.0	...	6.6	...	6.12	...	6.18	...	6.24	...	6.30	...	6.40	...	—
6.50	...	7.0	...	7.6	...	7.12	...	7.18	...	7.24	...	7.30	...	—
7.36	...	7.42	...	7.48	...	7.54	...	8.0	...	8.10	...	8.20	...	—
8.30	...	8.40	...	8.50	...	9.0	...	9.10	...	9.20	...	9.30	...	—
9.40	...	9.50	...	10.0	...	10.10	...	10.20	...	10.30	...	10.40	...	—
10.50	...	11.0	...	11.10	...	11.20	...	11.30	...	11.40	...	11.50	...	12.0

Leave Melbourne—

6.5—Ditto.

From the above it will be seen that there are 134 round trips, or 938 train miles per week day; taking the Sunday train mileage as 500 we have 319,594 train miles per annum, as against 171,151 with the present system.

Summarized the time-table is as follows:—

From	5.50 a.m.	to	7.35 a.m.	2 trains with a service of 15 minutes.
„	7.35	„	11.0	„ 5
„	11.0	„	4.0 p.m.	3
„	4.0 p.m.	to	6.30	„ 5
„	6.30	„	7.0	„ 3
„	7.0	„	8.0	„ 5
„	8.0	„	12.0 m'dn't	3

Hence it will be seen that there are 65.6 train hours per day, and with three men to a train we have 196.8 train man-hours; allowing each man an eight-hour shift there will be needed 25 men, or as nearly as may be—18 conductors, 9 drivers.

*Cost of Plant.*

Power-station Equipment—

Three 15" x 26" x 17" compound condensing tandem engines, direct coupled to—

Three 225 K.W. 600 volt tramway dynamos.

Engines to develop 350 H.P. at 130 lbs. steam pressure, 26" vacuum, and 200 R.P.M. dynamos, to be compound wound and over compounded.

Switch-board, feeder panels, and connexions.

Necessary additions to present boiler plant, including duplicate boiler feed pumps.

Steam piping.

Surface condensers.

Economizers and smoke flue.

Necessary additions to power-station building.

Boxing, freight, and labour of installation.

Rolling-stock—

Seven complete new motor-cars, including 7 car bodies, 14 latest type bogie trucks for motors, 7 complete double motor equipments, each motor equipment having a draw-bar pull of 4,000 lbs. on a 33" wheel. All car lighting supplies, so that each car body may be lit by 10 16-c.p. incandescent electric lamps; controlling and brakeing mechanism, trolley arm and wheel, &c., &c.

Fourteen complete new trail cars and trucks.

Boxing, freight, and labour of installation.

Overhead Line and Rail Bonds—

All necessary electric material for the equipment of the overhead line and track return, including poles, brackets, single and double curve insulating hangers, bracket suspensions, ears, connexions, trolley wire, feeder cable, insulators, yokes, eye bolts, span and guy wire, overhead switches, double rail bonds, &c., &c.

Boxing, freight, and labour of installation.

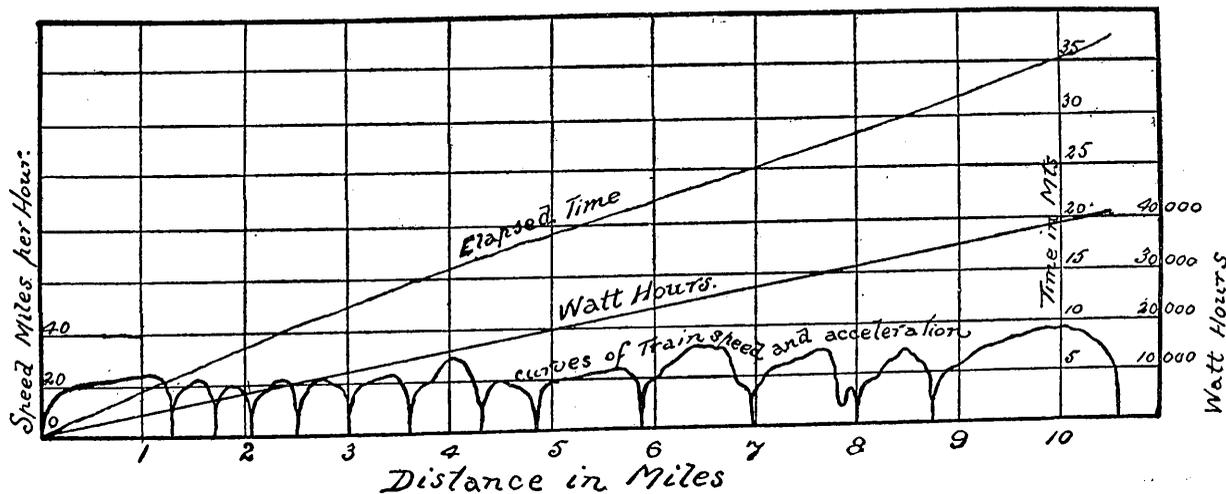
The above plant complete, installed and turned over in running order under steam, will cost about £43,600.

NOTE.—A considerable proportion of the above figure is made up of the cost of new car bodies. If the present rolling-stock is utilized there will be a reduction of about £10,000.

*Coal Consumption.*

To calculate the coal consumed at the power station to operate the trains on this line, I will refer to the results of the New York, New Haven, and Hartford electric system, where, on certain of the suburban lines, electricity has been substituted for steam with marked success.

The curves below give the actual results of a trip made by a train weighing 64 tons.



Data with reference to above curves.—

- Total number of stops, 13.
- Maximum speed, 37 miles per hour.
- Average speed, 17 miles per hour.
- Elapsed time, 37 min. 15 sec.
- Kilowatt-hours per train mile, 3.83.
- Watt-hours per ton mile, 60.
- Average kilowatts required to run train, 65.1.
- Average horse-power required to run train, 87.3.

As the figures on the previous page are the actual results of a series of tests made under ordinary every-day conditions, and for a system very similar to that now proposed for St. Kilda, they become valuable for comparative purposes, and we may apply the results to the St. Kilda line with certainty that they are correct.

It will be noted that the maximum speed is 37 miles per hour, and the average speed, including stops, is 17 miles per hour. If higher speeds are desired, they will be effected by changing the gearing, as instanced by another test on the same line, where the maximum speed reached 57.5 miles per hour, and the average speed 30.1 miles per hour.

The item which most interests us in connexion with the curves is the average horse-power taken from the line in the form of electric current to propel the train, as upon this depends the size of the plant required at the power-station and the amount of coal consumed.

This average horse-power is 87.3, and at this expenditure of power we can drive a train weighing 64 tons at an average speed of 17 miles per hour, including stops at frequent intervals.

If we take round figures, and assume that the average consumed on the St. Kilda line is 90 horse-power per train, we have a figure which is so liberal that it cannot be questioned, and, using this figure, we will arrive at a coal consumption which will be in excess of actual results.

Taking the efficiency of the dynamos at 94 per cent., and the drop on the line 10 per cent., we have an efficiency of the system from dynamos to motors of 84.6 per cent., and to give 90 horse-power on the line 106 horse-power must be given by the engines to the dynamos.

Applying this figure to the St. Kilda line, we have—

2 trains for 1 hour 45 minutes require	212 H.P., equal	371 H.P. hours.
3 trains for 9 hours 30 minutes require	318 H.P., equal	3,021 H.P. hours.
5 trains for 6 hours 55 minutes require	530 H.P., equal	3,666 H.P. hours.

Total horse-power hours per week day ... 7,058

On Sundays the power used will be less, in the ratio of 938 to 500, owing to the fewer train miles run, or 3,652 H.P. hours.

Thus we have : -

303 week days at 7,050 H.P. hours equal	...	...	2,136,150 H.P. hours.
52 Sundays at 3,652 H.P. hours equal	...	...	189,904 "
Total horse-power hours per year	...	...	2,326,054 "

Modern compound condensing engines are capable of generating power at an expenditure of under 2 lbs. of coal per indicated horse-power per hour. Assuming in this case, however, that it will require 2½ lbs. of coal to generate one brake H.P. for an hour we have :—

5,815,135 lbs. or 2,596 tons of coal consumed per year at 13s. per ton amounts to £1,687 8s.

*Total Operating Expenses of St. Kilda Line Electrically Equipped.*

Wages—	£	s.	d.	£	s.	d.
9 motor men (drivers) at ...	3	0	0	1,404	0	0
18 conductors at ...	2	2	0	1,965	12	0
4 guards at termini at ...	2	10	0	520	0	0
2 motor-cleaners and oilers at ...	2	2	0	218	0	0
6 gatekeepers (?) at ...	0	6	0	675	0	0
1 watch and shed man at ...	2	0	0	104	0	0
Signalling (1895 cost) ...	...	...	...	730	0	0
2 inspectors at ...	2	0	0	208	0	0
1 line and track man at ...	2	0	0	104	0	0
Repairs—						
Motor, dynamo, and line repairs at ¾d. per train mile ...	...	...	...	999	0	0
Repairs of steam plant at ¼d. per train mile ...	...	...	...	333	0	0
Maintenance of way and works at 25 per cent. less than present cost (£1,354) ...	...	...	...	1,016	0	0
Fuel—						
Car repairs, greasing, and cleaning at ¼d. per train mile ...	...	...	...	333	0	0
Miscellaneous—						
2,596 tons of coal at 13s. ...	...	...	...	1,687	8	0
Oil, waste, &c., for motors, dynamos, and engines ...	...	...	...	400	0	0
Compensation (1893 rate) ...	...	...	...	94	0	0
Total operating expenses ...	...	...	...	10,791	8	0
Interest at 3 per cent. on cost of plant (£43,600) ...	...	...	...	1,308	0	0
Total operating expenses including interest ...	...	...	...	12,099	8	0
General depreciation and sundry ...	...	...	...	2,180	0	0
				£14,279	8	0

The figures which were given me in 1895 by the Department as the cost of operating the St. Kilda line will have to be used for comparative purposes now, as I have been unable to have them brought up to date.

These are as follows, viz. :—

Train mileage ...	...	...	171,151
Passengers ...	...	...	3,831,951
Passenger revenue ...	...	...	£29,874
Revenue per train mile ...	...	...	3s. 5.89d.
Expenses—			
Maintenance ...	...	...	£1,354
Locomotive charges ...	...	...	10,140
Traffic ...	...	...	4,977
Terminal ...	...	...	3,645
Total ...	...	...	£20,116
Working expenses per train mile ...	...	...	2s. 4.21d.
1895.—Working expenses of St. Kilda line ...	...	...	£20,116 0 0
Working expenses and interest electrically equipped ...	...	...	12,099 8 0
Yearly saving by use of electricity ...	...	...	£8,016 12 0

Of this saving the larger portion is effected under the head of locomotive charges; the working expenses of the St. Kilda line are now debited with over £10,000 to cover this item alone.

In addition to this saving in operating cost, it must be remembered that the frequency of trains has been nearly doubled, and it is certain that a considerable increase in traffic will result from the increased service.

The traffic can doubtless be still further increased by adding to the number of stations on the line, thus accommodating passengers who now have a considerable distance to walk to the station. These additional stops can be made without any additional operating expense.

Important as the saving in operating cost may be, I consider that the increase in traffic will be equally satisfactory. The line is now taking about £30,000 gross per annum, and it is easy to believe that with a double service, and with a great number of stopping places, the revenue might be increased to £40,000.

The conclusions which may properly be arrived at by the figures given in this report are briefly as follows:—  
At an expenditure of a little over £40,000 you will be able to completely equip the St. Kilda line with electric power, including new rolling-stock throughout. This equipment will be capable of giving a service of nearly double the frequency of the present steam system, but with shorter trains.

In operating the line as an electric tramway you will be able to effect a saving of about £8,000 per annum in the working expenses, after paying 3 per cent. interest on the capital outlay.

The doubled service and greater number of stopping places will increase the gross revenue by an amount which can only be roughly estimated at the present time.

Electric railway systems have long since passed the experimental stage, and all the figures given in this report are fully borne out by the results of actual experience, and can be proved correct in every particular.

ARTHUR W. JONES, B. Sc., E.E.

National Mutual Building, Collins-street, Melbourne, 16th November, 1898.

444. It has been asserted that travelling by electric cars involves greater wear and tear of the iron and greater maintenance, is that correct?—I think not. The experience of all the electric railroads that I have had to do with shows very much less wear and tear of the track than steam railways. It stands to reason that it must be so. Wear and tear on the road-bed is due to two things. In the first place, the weight of the locomotive, and in the second place, on how much of that weight is dead weight on the axles. The vibration is not so great if the weight is supported on springs; it does not create so much wear and tear on the road-bed as if it is dead weight. The great driving-wheels of locomotives and their axles, and the dead weight upon them make an enormous dead weight upon the rails. Then you have the crank-pin and crank-shaft with their reciprocating motion causing blows every time they go down upon the rails. You had an instance of the effect of that several years ago, when, because the driving-wheel was not properly balanced, the locomotive jumped off the track. With the electric motor there are no reciprocating parts at all; it is a pure rotary motion, and you do away with all that pulsating on the track.

445. *By the Hon. J. A. Wallace.*—What is the weight of the engine that you require to travel 60 miles an hour?—A loaded motor-car, equipped with the heaviest apparatus, to go at the highest speed, would be about 22 tons. That will go at a speed of 57 miles an hour. I have tests here of the same motor-car showing that speed.

446. *By the Hon. Sir A. Snowden.*—Is that full of passengers?—No, without passengers. That load is supported mainly on springs. The motion is purely rotary without the reciprocating motion, so you do not get the uneven pressure on the track every time the crank-pin comes round.

447. *By the Hon. the Chairman.*—Do you know any engineer who has said that there is a greater wear and tear on the electric line than on steam lines?—No. I can give figures showing the wear and tear per car mile which are very much less than the cost per car mile in Victoria. I have tables showing the cost of repair on the way and rails per car mile.

448. *By the Hon. J. A. Wallace.*—Supposing you were running the Brighton and Port Melbourne trains and those other short lines, would there not be a great saving in having a stationary plant to supply the whole lot of them in place of having a plant for each of those engines?—Yes. You can imagine what the saving would be. I saw in this morning's paper that you were using in your suburban railways 130 or 140 locomotives. Each one of those locomotives is not in operation continually; it is only intermittently working, but it is always burning at the rate of 6 to 10 lbs. of coal per horse-power per hour. If you have one central station supplying all those railways you have the load evenly distributed in the station, because when certain lines are idle other lines may be busy, so your load factor will be nearly constant; therefore you can design engines for the highest economy, and those engines being compound condensing would use not more than 2½ lbs. of coal per horse-power per hour, as against 6 to 10 lbs. for the locomotives.

449. Could you utilize the present plant?—You could utilize the present carriages, but it would not be wise to do so. If you make a tramway out of the St. Kilda line you ought to make a tramway out of it right through from start to finish. You ought to collect the tickets on the trains. You ought to have corridor cars so that the conductors could get quickly through the cars and collect the fares between the stations. If you use the present rolling-stock the conductors cannot get through the trains. You would have to turn them into corridor cars, and you would find after you had done it it would be a botched job, and you would have to pay almost as much as for new equipment; whereas, if you had new cars you could utilize the present carriages on other lines.

450. *By the Hon. J. H. Abbott.*—Suppose it was desired to try the electric traction on one line, and the line selected was the St. Kilda line, would it be a fair sample of what could be done, having the power only for that one line?—No. The report that I have given here does not contemplate that. In this report I have said that the Railway Department are building a lighting power-station. All that is necessary for them to do is to build a slight addition to that power-station, and put in that addition electric machines capable of running the St. Kilda line. That would be a fair sample; the plan would not operate quite as efficiently as with a big plant, but there would be a saving in the number of employés.

451. *By the Hon. J. A. Wallace.*—There is no doubt there would be an immense saving in having one large plant to supply the whole of the lines?—No

452. *By the Hon. the Chairman.*—The Port Melbourne and St. Kilda lines could be perfectly managed by the present power-house in the way you indicate?—Yes.

453. What would be the main additions on those two lines that you would have to make?—You would have to put copper wire between the joints of the rails; we call them rail-bonds. They are heavy copper wires which fit into drilled holes in the rails and join the junction, so that you can get the electric current through the joint of the rail. In the second place, you would have to put up poles along the track or between the rails for the entire distance from Melbourne to St. Kilda. Those would be wooden poles if you wanted to economize.

454. Would steel be better?—It would look better. You put the poles at a distance of 125 feet apart. The cost of the poles does not amount to much. On those poles you would string the bare trolley wire which carries the current to the cars. That is all you have to do to the line.

455. What would be the additional cost of the two lines at the power-house—what engine-power and motor-power would be required?—So that you would have ample power I propose three compound condensing engines, 15-in. diameter, high pressure; 26-in. low pressure; 17-in. stroke. Those engines would develop 350 horse-power at 130 lbs. steam pressure; 26-in. vacuum, and 200 revolutions per minute.

456. Would that give ample power?—Three of those would give ample power for the working of the St. Kilda line on the most crowded occasions.

*The witness withdrew.*

*Adjourned to Tuesday next, at Three o'clock.*

TUESDAY, 29TH NOVEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. Sternberg,

The Hon. J. A. Wallace.

Arthur W. Jones, further examined.

457. *By the Hon. the Chairman.*—Will you please continue where you left off when giving evidence before. You were giving some particulars as to the St. Kilda line?—Yes. I had just got to the point of the time-table—the schedule of trains I had made out for the St. Kilda line. It is in the form of a table which I propose on the St. Kilda line, electrically equipped. In this table I arrange for the running of 319,594 train miles a year, as against 171,151 train miles by the present system which is operated to-day—or, rather I should say, the number run in 1895, which are the only figures I could get from the Department.

458. *By the Hon. J. A. Wallace.*—That is, you would run about double the number of miles that we at present run?—Not quite, but nearly. Figuring from this time-table which I have prepared, I find there will be required eighteen conductors and nine drivers to be employed.

459. *By the Hon. the Chairman.*—Where does the driver come in—you have eighteen conductors and nine drivers?—The drivers answer the same purpose as the engine-driver of a locomotive. They stand on the front platform of the motor car and stop and start the train.

460. How do you have eighteen conductors?—There are two conductors to each train. There would be eighteen conductors required.

461. *By the Hon. J. A. Wallace.*—The conductors do not travel with the train for the purpose of taking the tickets?—Yes, the conductors take the tickets on the train.

462. You have only one driver. Generally there is one driver and an assistant, or fireman. You do away with the fireman?—Yes; the driver is quite sufficient to take care of the train, and the conductor busies himself with taking tickets and starting the train after stopping at stations, and so on.

463. Which is it, the driver or the conductor who stops the train?—The driver. The conductors have nothing whatever to do on the train but take the tickets.

464. *By the Hon. the Chairman.*—The two conductors and the driver would attend to how many passengers?—They would be able to handle easily four crowded cars. As I have doubled the number of trains it brings the number of cars per train down about half to carry the same traffic. To calculate the coal consumed at the power-station to operate the trains on this line, I will refer to the results of the New York, New Haven, and Hartford electric system, where, on certain of the suburban lines, electricity has been substituted for steam with marked success. I have given some curves here showing exactly the horse-power consumption by each motor-car on the New York, New Haven, and Hartford line, and also the acceleration of speed and the stops at various stations, the maximum speed, the kilowatt-hours, and the total number of stops (thirteen). It shows the watt-hours per ton-mile as 60, the average kilowatts required to run train 65.1, and the average horse-power required to run train 87.3. By these curves, which are the result of actual tests on an equipment exactly similar to the St. Kilda line proposed equipment, it requires a horse-power of 87.3 to run a train having the same equipment as the New York, New Haven, and Hartford train.

465. Will the grades be an element in your calculation?—They are included in the curves from which the horse-powers are deducted. Then I go through a calculation as to the amount of coal consumed, taking as my figure 90 horse-power required for the St. Kilda train instead of 87.3 on the New York New Haven, and Hartford line, thus adding a little by way of margin for safety. I have taken the distribution of trains into consideration, and the Sunday traffic as well as the week-day traffic, and I find there will be a total of 2,326,054 horse-power hours per year at the generating station in order to run the time-table I have proposed. Modern compound condensing engines are capable of generating power at an expenditure of under 2 lbs. of coal per indicated horse-power per hour. Assuming in this case, however, that it will require 2½ lbs. of coal to generate one brake horse-power for an hour we have 5,815,135 lbs., or 2,596 tons of coal consumed per year which, at 13s. per ton, amounts to £1,687 8s.

466. That is for the St. Kilda line only?—That is for the St. Kilda line only. I am not considering any other line at present. Then I have "Total operating expenses of St. Kilda line electrically equipped." Wages:—9 motor men (drivers), at £3 per week, £1,404; 18 conductors, at £2 2s. per week, £1,965 12s.; 4 guards at termini, at £2 10s. per week, £520; 2 motor-cleaners and oilers, at £2 2s. per week, £218 8s.; 6 gate-keepers (though I understand you are doing away with gates now), at 6s. per day, £675; 1 watch and shed man, at £2 per week, £104; signalling (1895 cost), £730; 2 inspectors, at £2 per week, £208; 1 line and track man, at £2 per week, £104.

467. *By the Hon. J. A. Wallace.*—Is that not a very low wage for inspectors?—I do not know whether you call them "inspectors." They are men who look after the motors and inspect them. I think it is liberal pay for them.

468. *By the Hon. J. Sternberg.*—You would not get them for £2 a week in this colony?—They are what you call greasers, men employed in the car-house. Then I have “Repairs.”—Motor, dynamo, and line repairs, at  $\frac{3}{4}$ d. per train mile, £999; repairs of steam plant, at  $\frac{1}{4}$ d. per train mile, £333; maintenance of way and works, at 25 per cent. less than present cost (£1,354), £1,106; car repairs, greasing, and cleaning, at  $\frac{1}{4}$ d. per train mile, £333. You remember I said I would reduce the cost of maintenance of way and works, because the electrically-equipped cars would cause less wear and tear on the roadbed. Then I have—Fuel, 2,596 tons of coal, at 13s., £1,687 8s.

469. Do you make provision for a power-house?—The power is to be got from the power-house now being built by the Railway Department. I have made provision for the increased plant, the additional piping, and so on, and coal consumed, but not for labour at the power-station, because there would be none required other than that used for lighting. The same staff for the electric lighting will do for operating the tramway plant. They will not have to add another man to the staff, and that is the reason why I consider a line like the St. Kilda line one admirably adapted for it. You need not have additional power-station staff.

470. I take it you would require a larger power-house than the present?—A shed or room to hold your dynamos and engines.

471. Have you made an estimate of the cost of the building?—I have not the details of that here. I can give the details later on. I think I added something like £1,000 for the cost of the addition at the power-station, and that will amply cover the additional shed for the dynamos and engines. Then we have “Miscellaneous.”—Oil waste, &c., for motors, dynamos, and engines, £400; compensation (1893 rate), £94. Total operating expenses, £10,791 8s. Interest at 3 per cent. on cost of plant (£43,600), £1,308. Total operating expenses, including interest, £12,099 8s. General depreciation and sundries, £2,180. Total, £14,279 8s. The figures which were given me in 1895 by the Department as the cost of operating the St. Kilda line will have to be used for comparative purposes now, as I have been unable to have them brought up to date. The Department would not give me the figures up to date, but they gave me the figures for 1895. These are as follows:—Train mileage, 171,151; passengers, 3,831,951; passenger revenue, £29,874; revenue per train mile, 3s. 5.89d. Expenses—Maintenance, £1,354; locomotive charges, £10,140; traffic, £4,977; terminal, £3,645; total, £20,116; working expenses per train mile, 2s. 4.21d. As against this we have working expenses for electric line, £12,099, with nearly double the service, making a saving of £8,016 a year by the use of electricity. Of this saving the larger portion is effected under the head of locomotive charges; the working expenses of the St. Kilda line are now debited with over £10,000 to cover this item alone. In addition to this saving in operating cost it must be remembered that the frequency of trains has been nearly doubled, and it is certain that a considerable increase in traffic will result from the increased service. The traffic can doubtless be still further increased by adding to the number of stations on the line, thus accommodating passengers who now have a considerable distance to walk to the station. These additional stops can be made without any additional operating expense. Important as the saving in operating cost may be, I consider that the increase in traffic will be equally satisfactory. The line is now taking about £30,000 gross per annum, and it is easy to believe that with a double service and with a greater number of stopping places, the increased number of trains and better lighting at night, the revenue might be increased to £40,000, or an increase of £10,000 per annum. The conclusion which may be properly arrived at by the figures given in this report is briefly as follows:—At an expenditure of a little over £40,000 you will be able to completely equip the St. Kilda line with electric power, including new rolling-stock throughout, not using any of the old stock, but new cars of modern design.

472. *By the Hon. J. A. Wallace.*—Can a tender be got?—Yes, I do not think there is any doubt of that.

473. *By the Hon. J. Sternberg.*—And if we utilize the old stock?—You would save about £10,000 in the cost of plant, but you would not be able to handle the traffic as well. You would have to change the cars, and make corridor cars for the conductors to get the fares, and then you would have, at best, a pretty poor-looking arrangement, and would find the cost of changing the cars nearly as great as making new cars. Besides, you could take the cars off the St. Kilda line and use them on the country lines.

474. *By the Hon. the Chairman.*—For experimental purposes, to equip one line exactly on the lines of the New York, New Haven, and Hartford line you think it would be better to do it completely?—Yes, most certainly. If you make an experiment you want to make it under the conditions you would operate under if successful, otherwise you learn nothing.

475. The next thing is in the number of passengers. In the increase, would you have to alter the fares in any way?—That is a matter which is rather a difficult one to decide, because different traffic managers have different ideas as to how to get the most money out of the people.

476. There is no cost in lighting—the same power lights the cars and carries them?—Yes; I have included that in the figures.

477. What is the net profit per cent. on the St. Kilda line?—It costs now, say, £20,000; electricity will operate (and I included 5 per cent. for depreciation) the line, and will do it for £14,000, thus making a saving of £6,000, and give a double service, that is, twice as many trains.

478. Would it be sufficient on busy days, on race days and extra days, to work the traffic with the number of trains you have provided?—Yes, it will take more traffic than can be carried by the present equipment.

479. Will the time come in—will you be able to save time or reach the station in the same time?—You will travel at a higher rate if necessary. The speed of an electric car can be anything in reason that you want, because you can change the gearing on the motor.

480. The next thing is what time would it take to effect this equipment, as far as you know?—If the whole thing were taken hold of energetically, the St. Kilda line could be in operation, electrically equipped—

481. Using the electric telegraph for ordering the machinery?—Within eight to nine months from the time the matter was definitely settled. If it were in America we could guarantee to have the whole line equipped in three months, but things do not move so quickly here. It takes two months for the machinery to arrive, and allowing for slower work here it would take from eight to nine months.

482. Would it interfere with the present train service until the line was ready?—Not the least in the world.

483. It is merely a question of spending £40,000 on the line?—Say £43,000.

484. And for that expenditure we accomplish what you say in your report?—Yes.

485. *By the Hon. J. Sternberg.*—What system do you recommend?—I recommend an electric system. I have left out any mention of any particular makers' names.

486. Do you recommend the cell or the overhead system?—Either overhead or the third-rail system. Under no condition the cell system.

487. What experience have you had?—I have been connected with electric tramways since 1888—first with the West End tramway system of Boston.

488. Have you had any contracts in other parts of the world?—In Sydney, where we secured contracts covering over £50,000; in Brisbane; in Leeds, England; Dublin, Ireland; and many other places.

489. Tell us the Brisbane system?—It is a street system pure and simple, on the overhead principle, with 44 cars.

490. How many cars are there in connexion with a train?—As a rule, a single car, but when occasion requires it they use trail cars.

491. That does not require any addition in the power does it?—No. The power-house is situated fairly in the centre of the system, not exactly in the centre, but fairly so.

492. *By the Hon. the Chairman.*—What is the strength of your system?—They have three 400 horse-power dynamos.

493. What engines?—Three engines of power sufficient to drive them. I do not remember the cylinder diameters.

494. What provision do you make for the derangement of any of the engines?—It is customary to have a spare plant, one spare unit. For instance, if your power-station is divided into three or four units one will not be required at all times, but will be there for a spare unit.

495. At Fleetwood I see there are three engines side by side?—Yes. If you divide your power-station up to six units one only would be required as spare.

496. Have you any difficulty in Brisbane?—We had not the slightest, except at first; that was with the rails. They were not new; they were old horse-tram rails, and they were not heavy enough, and those have been relaid with heavier rails.

497. *By the Hon. J. Sternberg.*—How many miles are there there?—Brisbane has about 22 or 23 miles. The suburbs are close round Brisbane.

498. *By the Hon. the Chairman.*—Those tramways have been highly commended?—I have heard them highly spoken of, and the people there say they would not go back to the horse-trams for anything.

499. In the question of economy, is there a saving?—I have not the records or balance-sheets, but I have nothing to lead me to believe they are not making a profit.

500. I think you said you contracted for something in New South Wales?—For the George-street tramways in Sydney; that line will not be open for six or eight months yet.

501. Have you found any difficulty in completing your contract?—Not the slightest, as far as we are concerned. All our machinery has been in Sydney for six months.

502. What is the contemplated change there?—They propose to build a new tramway along George-street from Redfern Railway Station to Circular Quay; and they also propose to take off all the steam trams operating throughout Sydney and put on electric trams in their place. That was decided, as you may see by the papers, the other day. They have decided to change the entire equipment of their Sydney steam trams.

503. How many miles will that be?—I could not tell you off-hand, but I should think from 60 to 100 miles.

504. Have you heard anything of the extent of the power-house and the engine-power that will be required?—I know, because we furnished the machinery for it, both engines and dynamos and switchboard for that.

505. What is the engine-power?—Four engines, of about 1,200 horse-power each. Those will not all be required right away.

506. The contract is with you?—The contract is with us.

507. Did I interrupt you in your notes?—No.

508. Have you any other notes to read?—I saw to-day a report of the operation of the Liverpool Overhead Railway in the *Electrician*, of 2nd September, 1898, and by that their operating expenses are given at 14'6d. per train mile, as against 2s 4'21d. on the St. Kilda line.

509. So that, in your estimate for the St. Kilda line, you are well over the expense of the Liverpool line?—That is, the St. Kilda line as operated to-day with steam-power; and I quote those figures to show how much cheaper the Liverpool line is operated as an electric system than the St. Kilda line as a steam system.

510. *By the Hon. J. Sternberg.*—Where did you get the figures for the St. Kilda line from?—From the Department, in 1895.

511. Is it not worked cheaper now with the new Commissioner?—It may be.

512. *By the Hon. the Chairman.*—It is a rateable calculation, presuming it is the same to-day?—Yes, I do not think it could be much cheaper. I wanted the figures up to date, but I do not think they cared to have them given out.

513. They would not make any difference in your calculation as to the cost of the electric system?—Not as far as the electric system is concerned, but only as between the electric and the present system. This 14'6d. per train mile for the Liverpool Overhead Railway includes all operating expenses of every kind, maintenance of way, works, &c., stations (less depreciation), repairs of structure, stations, &c., locomotive power, coal and coke, wages at power-station, oil and stores, repairs and renewals, repairs and renewals of cars, traffic expenses, salaries and wages, other charges, general charges, directors' fees, salaries of secretary, general manager, and clerks, other charges, rent, rates, taxes, &c., miscellaneous items. So it covers pretty well the scope of an electric railway, as against the St. Kilda steam railway.

514. How long have they been working?—They started on 6th March, 1893.

515. Is that the average cost per annum?—Up to 30th June, 1898.

516. How many miles have they?—They operate about 7 miles. They operate about 700,000 train miles a year, and they carry nearly 9,000,000 passengers.

517. What is that compared with the St. Kilda passengers?—Just about twice as many. My figures for the St. Kilda line would give 319,594 train miles per annum as against 700,000 miles for the Liverpool Overhead Railway. The St. Kilda line, as at present worked, carries, according to the 1895 figures, about 4,000,000 passengers a year as against 9,000,000 by the Liverpool Overhead Railway. To show the success of the Liverpool company there is a sheet given of the dividends paid. That company pays 3 per cent. per annum on ordinary shares, 5 per cent. on preference shares, and 4 per cent. on debentures.

518. That is making it altogether a paying line?—Yes. The last market quotation of shares, par value £10, was £10 to £10 2s. 6d.; those are the 3 per cent. shares. The 5 per cent. shares are quoted at from £15 10s. to £16, and the debentures are selling at £107 to £109.

519. That is a most satisfactory result for four or five years?—Yes, considering the nature of the investment. It is not anything marvellous though for an electric company to pay 3 per cent. on ordinary shares.

520. Have you any other companies that you can give us the particulars of?—I have not the reports of many electrically-equipped railways. Take the New York, New Haven, and Hartford road—the one I have cited. It costs them 13½d. per train mile to operate, and their earnings per train mile are 2s. 2d., or a little more.

521. *By the Hon. J. A. Wallace.*—That is 11d. of a profit?—Yes. That compares with the operating expenses at present—2s. 4d. of the St. Kilda line—and I have proposed exactly the same equipment for the St. Kilda line as that on the New York, New Haven, and Hartford line.

522. *By the Hon. the Chairman.*—Have you the train miles run on that line you speak of?—During the summer of 1896 they ran 59,830 train miles. They have carried as many as 25,000 passengers in one day. The one reason why the operating cost is not lower is because the traffic is fluctuating. It is a pleasure traffic, more or less, and on holidays the trains are crowded, and on other days, Mondays and Tuesdays, it is light. It says here, in their report—“As an illustration of the fluctuation of travel, it is interesting to note on days, such as Mondays and Tuesdays and days when the weather is inclement, the number of passengers carried will fall as low as 3,000, and on excursion days and Sundays will run as high as 25,000. This entire travel has been handled with eleven trains, no train exceeding two cars, viz., motor car and trailer. During 1895 the railway company's policy was to run fewer number of trains, and from five to six cars per train. This policy was changed for several reasons, one being an uneven distribution of the load, and another, that of economy and a greater accommodation to their patrons, their receipts being greatly increased thereby.” Just as I have proposed on the St. Kilda line.

523. Have you the dividends they pay?—I have not. This is only a small portion of a very large steam system, like the Victorian Railways, so to show what the New York, New Haven, and Hartford Company was paying, as a whole, would have no bearing on the electric branch.

524. Can you tell us anything as to the fares they charge?—It is divided into two sections of 2½d. each, or 5d. for the 10½ miles. The schedule time for the line is 17½ miles an hour, including fourteen stops. The report goes on to say—“They have no difficulty in accelerating a train to 30 miles per hour in 50 seconds, train weighing 77 tons.” That is they start from a point of rest, and get to a speed of 30 miles an hour in 50 seconds with a train weighing 77 tons. To speak of the electric system as applied to railway lines, it is foolish to talk about applying electricity to very long lines, or to lines where the traffic is not great. Take even country spur lines, where the Government talk of putting narrow-gauge lines, it would not be feasible to put electric trains on those unless the traffic is heavy. If there are only two or three trains a day it would be foolish to put the electric system on those lines. It would be foolish to think of doing it on the long trunk lines, such as the line to Bairnsdale; it is not applicable to those cases. But where electric traction is suitable and would pay better than steam is on suburban lines, or any lines where the distance is comparatively short and the traffic great. No matter how short your line is or how few trains you run, you have to have your power-station, and you have to employ your staff in that station, and those expenses will increase the cost per car mile or per train mile very greatly if you only run a few miles or a few trains a day.

525. Could you give us anything that we could judge of how the Collingwood 2-mile line would be affected. Would the facts as to the St. Kilda line apply comparatively on the 2 miles from Collingwood?—Yes, precisely in the same way; and furthermore, has not the Collingwood line some tunnels?

526. It has a tunnel of 400 and odd yards in the 2 miles?—Then, in my opinion, it would be going back to the Dark Ages to put steam locomotives in tunnels. Take the Baltimore and Ohio railway, where they have a tunnel going under a river, and at an enormous expense they have purchased an electric plant from my company, with a 90-ton locomotive. I think I sent you, Mr. Chairman, a pamphlet about it. At great expense they have purchased a 90-ton locomotive, and they are now pulling their trains—steam locomotives and everything, by means of that 90-ton electric locomotive. They attach the electric locomotive on to the steam locomotive and pull the whole train—steam locomotive and all, through the tunnel simply for the purpose of keeping the air in the tunnel free from smoke and gas.

527. *By the Hon. J. Sternberg.*—We have no tunnels in the colony constructed or likely to be constructed of the length you speak of?—No; but you are speaking of a line to Collingwood with a comparatively long tunnel in it of one-third of a mile.

528. *By the Hon. the Chairman.*—Apart altogether from that, your equipment, if electric traction is adopted, would meet the competition of the trams. There being a tram competition in Collingwood, would you be fairly equipped to compete with it?—I should say so, but I should not care particularly to say anything with regard to the tramways.

529. It is simply the fact that it is 2 miles long, and locomotive service would not be the advantage to the people that an electric service would be?—No. It is easy to see that an electric service, with its increased frequency of trains, with the electric light on the trains, the tunnels lit up with electric light, and the freedom in the tunnels from smoke and gas, is preferable, and it is an obvious conclusion to arrive at that an electric system is the best for the Collingwood line.

530. And the operating can be done at the same profit as on the St. Kilda line?—Yes; the comparative figures on the Collingwood and St. Kilda lines would be just about the same.

531. *By the Hon. J. A. Wallace.*—It just depends on how often you want to run the cars?—Yes.

532. *By the Hon. J. Sternberg.*—Do I understand you to say that the same power-house would do in connexion with the Collingwood line as for the St. Kilda line by increasing it?—Yes, just as well as for the St. Kilda line.

533. *By the Hon. the Chairman.*—And with the same advantageous operation?—Yes.

534. *By the Hon. J. Sternberg.*—From your experience do you consider that accidents are more frequent in connexion with electric railways than with ordinary steam railways—I would like you to think for a moment before you answer that question?—No. I do not know of any statistics as to accidents on steam railways as against electric railways. There are many as to electric tramways as against horse tramways. There is no reason that I can see why there should be any more on electric railways than on steam railways. They travel at the same speed, but the electric trains can be stopped quicker than the steam trains.

535. One of the witnesses gave us to understand that there were considerably more accidents with the electric system than with the steam?—He was probably referring to electric street railways. There are more accidents on electric street railways than on horse tramways; that arises from the quicker speed.

536. *By the Hon. the Chairman.*—A railway is fenced on both sides, and the people are not permitted on the line?—No. There is no reason to apprehend a greater danger, not the slightest.

537. Have you supplied any turbines for using water-power?—Yes.

538. Where you have sufficient water-power within a few miles of a station does it cheapen the operating of the electric system?—It does, but not very greatly. The cost of coal is not a very large item in the cost of operating an electric tramway. The total cost, as I showed you, was £12,000 on the St. Kilda line, and the cost of coal was about £1,600. You cannot cheapen much by water-power.

539. *By the Hon. J. A. Wallace.*—The only thing is that with coal power you want an engine?—Yes, and with water-power you do not require an engine, but in its place a turbine or Pelton wheel.

540. For the power required to supply the electricity to the St. Kilda line what would an engine cost to supply that power?—I figured on three compound condensing tandem engines, direct coupled to three dynamos. I have not given detailed prices in my report; the total plant was figured at £43,600.

541. That includes everything?—Yes. It is all included in what I have given in this report.

542. I should not think the engine would cost more than £1,500 here?—I shall be glad to give detailed figures of the whole equipment if the Committee desire it.

*The witness withdrew.*

*Adjourned to to-morrow, at half-past Three o'clock.*

---

THURSDAY, 1ST DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,  
The Hon. J. A. Wallace,  
The Hon. E. Morey,

The Hon. J. Sternberg,  
The Hon. Sir A. Snowden.

William Charles Kernot, examined.

543. *By the Hon. the Chairman.*—What are you?—Professor of Engineering at the University of Melbourne. My knowledge of electric traction, such as it is, is based upon being largely interested in electric lighting for nearly twenty years past, upon a visit to Europe and America at the end of 1891 and the beginning of 1892, and upon general reading; those are my sources of information. I understand that the question now under consideration is whether it would be economical to change some of our present locomotive railways into electric railways. I should say that while there are certain respects in which it would be advantageous, such, for example, as the diminution of the smoke nuisance and the providing of cleaner and pleasanter mode of travelling, I do not, so far, see that there would be any striking saving in money. In the electrical system you have a stationary engine generating electricity, which is conveyed through a conductor to the motors on the trams. This stationary engine would, no doubt, be a more efficient engine in the way of producing power from a given consumption of fuel than a locomotive engine, but not to a very enormous extent. It has been alleged that the stationary engine would produce power at the rate of about 1 lb. of coal per horse-power per hour, and it has been publicly stated that locomotives take from eight to ten times as much; but I do not share in that opinion, either from my personal experience or my reading. I have here a document giving particulars of a modern engine of a very perfect sort, on a steamer. This engine was rather over 1,300 horse-power, therefore quite large enough to be a good test; quite as large, if not larger, than any engine likely to be used in connexion with the electric lines. This engine consumed 1.93 lbs. of fairly good coal; it was partly New South Wales and partly Calcutta coal—a fairly good average coal—and it consumed 1.93 lbs. of that coal per indicated horse-power per hour. I have heard, in certain special trials, of better results being obtained, but I think they have been under very special circumstances, and with the engines in very special order, and under a very uniform load. The engine of an electric power-station no doubt would be a fairly good one, but it certainly would not have the advantage of a very uniform load; it would have the disadvantage of a variable load; and I think, taking it under the ordinary conditions, 2 lbs. of coal per indicated horse-power per hour is the very best I should anticipate. Then comes the question of the efficiency of transmission. This power, generated in the cylinder of the engine, has to be transmitted to the dynamo, turned into electricity, carried along the conductor a considerable length, subject to various losses, and turned back into motive power again on the train. The question is, how much of it is lost in that process. I have here a book, *Crosby and Bell on the Electric Railway*, dated 1892. It is not very recent, but at that time I was in America, and I saw very large developments of electric railways. As to the efficiency of transmission, this book states, after quoting a number of actual results obtained on various electric tramways and railways in America, that in

the worst case quoted not more than 25 per cent. of the power of the engine ultimately reached the car. Further on it says anything over 50 per cent. can only be obtained by the utmost care in design and construction, and it is very doubtful if this point is passed by any line now operated. Granting that improvements have been made since then, though I am not aware of any very marvellous or startling improvement, though there has been an improvement in detail, suppose we allowed for two-thirds in efficiency of transmission; that is to say, that, combined with the other figures I have given, there would be 3 lbs. of coal consumed per indicated horse-power per hour on the train. I think it would be very foolish to anticipate doing anything better than that, so 2 lbs. at the engine and 3 lbs. at the train would be an efficiency of transmission of 66 per cent., which is considerably higher than the highest Crosby and Bell give. Then comes the question: how much coal does an ordinary locomotive consume per horse-power per hour? This is a point that is a little difficult to get at; it is not in the power of the ordinary engine-driver to get at it, because he has not the apparatus or the means of making the measurement. The actual horse-power of a locomotive, and the consumption of coal per horse-power per hour, has been measured in comparatively few cases, because it takes a lot of trouble and a lot of apparatus to do it. I have in the *Transactions of the Civil Engineers*, volume 125, 1896, an account of a very elaborate trial of an express locomotive that took place on the London and South-western Company's lines. There were five trials, and these trials are reported in the fullest and most elaborate way. The gentlemen who made the trials were both members of the Institute of Civil Engineers of London, which is generally regarded as a certificate of their being reliable and competent persons. The coal consumed per indicated horse-power per hour by their locomotive, which is very similar to those used in this country, was 2·31 lbs. in the first trial, 2·61 lbs. in the second, 2·34 lbs. in the third, 2·52 lbs. in the fourth, and 2·45 lbs. in the fifth—an average of only 2·44 lbs. of coal per indicated horse-power per hour. The calorific value of the coal varied from 12,840 to 13,903 British thermal units per lb.

544. *By the Hon. E. Morey.*—What speed was the locomotive travelling at?—Various speeds up to 75 miles an hour. Assuming that those gentlemen's trials are correct, the consumption of fuel in that locomotive is distinctly less than would be required on an electric railway doing the same work. Even if we make large allowances for the fact that suburban engines do not work under quite such uniform conditions as an express engine; suppose we go so far as to allow 4 lbs. or 5 lbs. of coal per indicated horse-power per hour—and I think 5 lbs. is the very utmost that any one can go to with any reason—even then you see the electric system would not have a very large advantage over the locomotive system as far as the coal bill is concerned; it would be an advantage at the very best of perhaps 20 or 30 per cent. Now, the coal burnt by an ordinary locomotive engine amounts to not more than 40 lbs. per mile—this express engine was only burning about 30 lbs., but let us say 40 lbs. as a liberal allowance of coal—taking that coal at about 15s. per ton, you see the saving by using the electric system, granting that there is a saving, would not come to more than about 1d. per train mile; in fact, the whole consumption of coal by a locomotive, taking the coal at 15s. per ton, or 9d. per cwt., would come to about 3d. per mile, and I do not see that there would be any hope of saving more than 1d. per mile out of that at the very outside by using the electrical system. Therefore, my conclusion is that, as far as the coal bill is concerned, there is nothing in it. Of course there may be something in it from other points of view, but certainly not in regard to the coal bill. There are two points in which there is a little advantage to the electric system which I have not mentioned; they are, first of all, that the electric train is relieved of the weight of the boiler, coal bunker, and water tank, and consequently is so much lighter than the ordinary locomotive. It may be 10 or 15 per cent. lighter than an ordinary train carrying the same number of passengers; so there is a little gain there, and there is a possible gain in another direction—that is, that you might very possibly be able to use a cheaper class of fuel with a stationary engine than with a locomotive; you cannot use any sort of fuel on a locomotive; it requires rather a special sort of fuel; whereas with a stationary engine with ample boiler-power you have a much wider choice. Consequently, while with the electric system you might be burning nearly as much coal as with the locomotive, that coal might not cost as much per ton; but assuming that the electric train is the same size, and is worked in the same way, as a steam train, I do not see that there should be more than 1d. or 2d. per train mile between them at the most, as far as the cost of fuel is concerned. Those are the principal features I am in a position to submit. One might say something as far as attendance and wages are concerned. On the electric train it seems to me you would spend as much if not more in wages than in the other system. I do not think you could run a train with less than three men on it. I think it is generally held that you must have two men on a locomotive, if for no other reason than that one man might be taken ill or have a fit, and the train might go to destruction if there were not a second man to control it, so I do not think you could run with less than two men on the locomotive. Then you want a third man as a guard; so it seems to me that electric trains would require the same number of persons on board as the steam trains; and, in addition, you have the persons employed at the power-house. There is this to be said on the other side: that probably the men you would employ on an electric motor would not be quite so expensive a class of man as those employed on steam locomotives. The electric motor is much simpler, and the duties are much simpler than on a steam locomotive; but still, with trains of the same size, I do not see that there would be a saving in wages. It has been suggested, however, that under the electric system the trains should be much smaller and more numerous. In that case, it seems to me, the cost for wages would be increased, if instead of one steam train having three men on it you were to have two electric trains, even if you had only two men on each, by arranging matters so that the conductor or guard could get access to the locomotive and stop it if necessary. Still, if you had twice as many trains as at present, you would have four men as against three, so I do not really see where there is any great saving to come in. The electric system has had its great development rather in tramways than in railways.

545. *By the Hon. the Chairman.*—What constitutes the difference between any of our suburban lines and a street tramway?—I think I should say a railway does not, as a rule, run along a public road. It has definite stations, with staffs of officials at those stations. A tramway usually runs along a public road, stops anywhere, and all the ticket selling and collecting is done on the car itself.

546. Is that the complete difference—that one is on a public road, and the other on a fenced-in track with stations. Then if we dispense with the stations and put a collector in, it becomes a tramway?—That is the sense in which I have been in the habit of using the word.

547. It is narrowed down to one running on a public road like our trams, and the other on a fenced-in track with the ordinary sleepers, with an attachment of stations and officials; so, if we dispense with the stations and officials, and put in a conductor, it then becomes quite similar to a tramway?—I think so.

548. The line of demarcation is very narrow in that case?—It is difficult to distinguish absolutely, but that is the distinction I have generally made between the two.

549. *By the Hon. J. H. Abbott.*—Some writers call some of them street railways. There is a tramway, an ordinary railway, and a street railway; you divide them simply into two?—In America they generally apply the term “street railroad” to what we should call a street tramway.

550. *By the Hon. the Chairman.*—They not only run 19 and 20 miles in America, but they go through paddocks the same as ours; and in England also, as in the Blackpool to Fleetwood line. That is a 19-mile double line of electric railway. It passes through the town of Fleetwood. There it is controlled to 10 miles an hour, but passing through the open country it runs at 30 miles. The definition then ceases?—Every definition is apt to break down somewhere. It is very difficult to make a complete definition of anything. I would point out that the question of tramway or railway, as I have defined it first, and the question of direct steam *versus* electricity, are two different questions. You might run the St. Kilda line as a tramway—that is, with small cars, taking the fares on the cars as they do on our cable tramways, and without stations—but you might still have steam-motors, or electric-motors, or a cable. Whether it would pay to do that or not I am not in a position to say, but what I want to point out is, that using electricity does not necessarily imply a certain way of managing the trains. You might have an electrical railway, with stations and ticket offices, and so on, just the same as our steam railways have; and, on the other hand, you might have a steam service, and run it as a tramway, like our cable-cars are run. No doubt it would be an advantage to the public to have very numerous small trains, because they would not have to wait so long for a train as at present. It would make it more like the tramway system, which I think every one admits to be the most convenient system up to distances of 3 or 4 miles at least; but I am not in a position to predict exactly what would be the financial effect of making such a change as that. There is one thing, however, to be pointed out—that is, that not many years ago the Railway Department obtained a large number (I think it was 75) of very powerful and up-to-date suburban locomotives, and they are therefore very well supplied with locomotive power for suburban work. If a change were made in the direction of electric traction those locomotives would be largely thrown out of use, and I see a difficulty in seeing where else they could be used. They are not suitable to be run on up-country lines, because they do not carry water for a sufficiently long distance, having no tenders, and also because they are exceedingly heavy. Our present suburban locomotives put the heaviest pressure on the rails of any locomotives in the country, consequently you dare not put them on a light railway; they can only run on the heaviest and strongest of our railways. Those are the ones known as the “E” class. They are tank engines. There are older classes of suburban locomotives, the “M” and the “C” classes as well, but I believe there are 75 “E’s” which are regarded as the standard, and they have a wheel load of 15 tons 3 cwt., while the “M’s” have 16 tons 3 cwt. The large express engines are lighter on the rails than those, so it is plain that you cannot take the suburban engines away and put them on the light lines up country, because the lines could not carry them; so that point has to be considered. Of course, the officers of the Railway Department can speak more positively on that point than I can; but we appear to have at the present time a large supply of high-class suburban locomotives. I might also call attention to the fact that on the English railways, say those in the vicinity of London and other large cities, there is an immense length of suburban railway, and I do not see any tendency to turn them into electric railways. The City and South London railway was running in 1891, and I travelled on it and examined it carefully; and at that time people talked a good deal about the electric system, and wondered how soon the Metropolitan would be changed to the electric system, but I hear no word yet of changing the Metropolitan to the electric system. Yet if there is any railway in the world where it would be an advantage you would think the Metropolitan would be that line—a line that is nearly all in tunnel, where the smoke from the locomotives is a most terrible nuisance, and where the traffic is of a most uniform and constant character: a three-minute service during the greater part of the 24 hours. When we see a railway like that turned into an electric railway, we shall be able to say the electric railway is superseding the steam railway; but, so far as my observation goes, I see that the electric railways have usually been things by themselves, and generally for light traffic. They seem to have come in in another field, so to speak, where the traffic to be accommodated and the speed desired are not sufficient to justify a full-sized, complete, and costly steam railway. As street tramways, of course, they have been very successful. America is full of them, and so is Europe. They have them in Brisbane, and are getting them in Sydney. In Boston, seven years ago, when I was there, they had an electrical street tramway system quite as large if not larger than our Melbourne cable system, and as far as I could learn it was very successful; for light railways where the traffic is not very great they seem to be coming, but as a substitute for the ordinary heavy railway, carrying a large traffic, they seem to hang fire.

551. *By the Hon. J. H. Abbott.*—In summing up the disadvantages of a steam-engine for traction, you omitted to tell us one point that would be gained by electric traction; that is, that in the steam locomotives the fires are kept up the whole time between the trains and in the stoppages during the day, whereas the other power would not be used at all when the train was not in motion. There are times when they run more frequently during the day than at other times, but the engines have to keep up steam the whole time, and there is a certain amount of coal being burned?—That point I have not overlooked. While a suburban locomotive is standing in a station I do not think it is wasting fuel to any perceptible extent. Those locomotives very rarely blow off steam in a station. The steam that is made while the engine is standing in a station is utilized during the run to the next station, and even where an engine has to stand for ten or fifteen minutes at the end of its journey the consumption of coal is very small. The combustion in the fire-box of a locomotive does not go on uniformly: it goes on just in proportion to the consumption of steam. The blast in the chimney blows up the fire. Directly the blast from the cylinders in the chimney stops the fire becomes dull, and burns very slowly indeed, so the consumption of fuel is quite small, almost negligible. I intended to, and think I did, make ample allowance for that loss by saying the consumption of fuel might be 4 or 5 lbs. per horse-power per hour, whereas it was found to be less than 2½ lbs. in the English experiments.

552. They have to get up steam in the morning before they start, and there is some part of the day during which they do not let the fires out because they know they will want them again in the afternoon or evening?—Yes, but they burn very slowly.

553. In an electric station the power would be stored?—There is no storage of electricity; it is used as it is made; during the busy times of the day the engines at the power-house would be working hard, and at other times the demand would be very small. At one time of the 24 hours, from midnight to six o'clock in the morning, the traffic would be nothing. That is a certain disadvantage which we feel very acutely in connexion with electric lighting.

554. You do not anticipate that, in the immediate future, electric traction will supersede steam either in the old countries or here?—I cannot see why it should. I do not see where the saving would come in, either from the fuel point of view or the wages point of view—though I admit that the electric system is cleaner and nicer. The steam locomotive is a great filth producer; it is one of the filthiest things in existence, and you put it at the head of a train, and it makes the train gritty and dirty. An electric car would be much nicer to travel in—you get rid of all the filth that comes from the engine.

555. You do not imagine that they could be worked in conjunction in any way; they must be all electric motors or all steam-engines on the one line?—I do not see why the two should not be worked together.

556. *By the Hon. E. Morey.*—What would be the difference in the consumption of fuel in travelling 30 miles an hour and 50 miles an hour?—I cannot say very definitely, but I should expect it would take more fuel to give you a speed of 50 miles an hour, because the resistance would be higher. It might amount to 50 per cent. more at the outside.

557. *By the Hon. the Chairman.*—What explanation do you give, if the matter of cost is so trifling, of the immense change that has gone on in America, in tearing up the old lines and substituting electric railways. In the *Scientific American* of 22nd October there is an account of the doings of the great New York street railways in the work of reconstruction, and it says—"The work of reconstruction has involved the removal of 3,600,000 cubic feet of earth, and 1,130,000 superficial feet of paving. In each mile of the new track 275,962 separate pieces had to be handled and fastened in place, and the completed structure contains 50,000 cubic yards of concrete, and a total weight of 8,500,000 tons of material. In the first two months of reconstruction 6,287 men and 460 carts were employed daily on the work." Then it goes on—"That is to say, over half as many fares were taken in on 228½ miles as on 180,000 miles. The comparison surely establishes the claim of New York city that its street railway traffic is the densest in the world. The introduction of the transfer system reduced the car fare per passenger in 1887-8, when 1,996,871 transfers were issued, from 5 cents to 4.75 cents, and in 1897-8, when 90,000,000 transfers were given out, the average car fare was reduced to 3.48 cents, and for this sum a passenger, if he is so disposed, can make a continuous trip of over 20 miles." This electric system is the conduit system, and the alteration has resulted, not only in a reduction of fares, but in the transport of enormous numbers of people in a short time. What has induced those companies, if your theory is correct, that the difference is a mere bagatelle, to go to the enormous cost of reconstruction involving such an amount of money?—Those lines, I take it, were simply street tramways.

558. They have become electric tramways, and 3.48 cents takes a man 20 miles?—I can say, first of all, what New York was when I knew it a few years ago. At that time New York was a mass of horse tramways. New York is, after London, the most densely-populated place in the world. It is an enormous city. Greater New York has a population of about 3,000,000, and the population is packed with extreme density. The whole place was one mass of horse tramways at the time I knew it, and the principal ones of those were being turned into cable tramways at the time. There is also a system of elevated steam railways running on viaducts overhead down a number of streets a great many miles. I think something like 100 miles altogether, and those were of most expensive construction, being all iron viaducts every inch of the way. On those street railways, at the time I was there, they were carrying you 13 miles for 2½d., and I believe they are running them by steam still.

559. But here we see that not only have they got rid of the horse, and the cable, and the steam, but everything has been at an enormous cost pitched overboard to adopt the electric power?—I want to know exactly what the statement means. Those newspaper statements are often very vague. I am not aware that the Great Elevated Railway system of New York has been turned into an electric system.

560. That paragraph I have read is appalling as to quantity and cost. In the heart of New York they moved 3,600,000 cubic feet of earth, and they ceased to run their cars for a few months. "There was remarkably little interruption to traffic considering the magnitude of the work. The cars ceased running on 21st July, and the electric cars will be running on both roads by 1st November of this year." There is no question about the sweeping all those things away one after the other and taking to electricity?—Yes; but do we know exactly what has happened? What length of tramway have they changed? The figures that you gave mean very little.

561. What is striking in the affair is how they are able to change first the horse into cable and overhead traction, and ultimately sweep all away at an enormous cost and adopt the electric system?—I should like to see some one who has been in New York recently. I do not understand quite what that extract means. I should like to have further information upon the subject. I do not know exactly what has happened in New York from that statement.

562. It has been mentioned that some 14,000 miles of suburban, town, and city electric railways have been constructed in the last four years in the United States. How do you account for the rapid change to electricity on all those lines if you can only determine by calculation that there is such a small difference in cost between the locomotive work and the electric work?—As far as I know, and as far as my own observation has gone, the electric tramway as I should call it, which they generally call an electric street railway in America, has had a tremendous development. Even the smallest country towns, little places not much more than villages, have their electric railways, and they find them cheap and convenient for the traffic they have. In places no bigger than Kyneton I have seen those little electric street railways, but I am not aware of any general change of well-equipped locomotive railways where there is large traffic.

563. "The work to be done included the taking up and removal of 14 miles of double track in two of the busiest thoroughfares in the world, replacing them with the heavy 107-lb. rails, yokes, and equipment of the underground trolley system, and making the necessary changes in the various systems of

electric light, telephone, and telegraph subways, and in the gas and water pipes and sewers of the city." Can you account for this tremendous change in New York, 14 miles being torn up?—It is just as if you changed one of our tram lines here to electricity.

564. *By the Hon. Sir A. Snowden.*—Is it not the case in New York that there is an elevated locomotive railway, and under the elevated railway there is a horse tramway as well?—Exactly. There were immense lengths of elevated railway iron viaducts down the street, and underneath those the horse trams were running, and there was plenty of traffic for both.

565. *By the Hon. the Chairman.*—How do you account for their being able to do 20 miles, with all the trouble of transfers, for a fraction under 2d.?—It is a very large and very constant traffic. I should like to analyze their figures. You will find, probably, that there is one fare for short distances or long distances, and for every passenger that goes a long distance there are a hundred that go a short distance. That is how it was on the elevated railways in New York when I knew them. Five cents took you 13 miles, and you had to pay the same if you went one block.

566. Taking it altogether, does not it strike you as somewhat remarkable with this expensive system, such as probably does not exist in any other part of the world, that they are able to take those passengers at this low price?—There are such an immense number of passengers. The density of the population there is something of which we have no conception in Melbourne.

567. You have no doubt whatever about our being able to move large masses of our citizens as well as the people of New York by electric power?—Undoubtedly.

568. You do not say you cannot move a few thousand people to their homes 3 or 4 miles away in the afternoon?—I think you can handle as many people by electricity as you can by steam, as far as physical possibility is concerned.

569. You only spoke of coal, you have not taken all the items into account. One witness said that coal is only a small item in the cost per train mile?—Yes.

570. Do you think in such a place as St. Kilda a short railway on the overhead trolley system would not be more clean and more convenient and quicker to meet the competition of the trams; if it were well lighted with electric wires, the cars comfortable, and with a three-minute service, would we not get a larger share of the passenger traffic, and it would be more comfortable for the passengers?—I think it probably would be so. With a three-minute service instead of the present service it would undoubtedly be more convenient.

571. Will you state the disadvantages to the public on the St. Kilda line of a locomotive and eleven carriages coming up every fourteen or fifteen minutes to get any body that may happen to be waiting at the station as against the advantages of this method?—If the thing were going to be made for the first time now I should not recommend making such a railway as the St. Kilda railway.

572. Had we our suburban railway system to commence now, and the question were put to you, would you continue the steam locomotives or would you go now for the electric system—if you had to commence *de novo* without anything in stock?—I would certainly recommend tramways, either electric or cable, up to, say, 4 miles from the centre. I think for about a radius of about 4 miles a tramway is by far the most convenient and suitable way of carrying people about. A railway comes in for greater distances. For distances of more than 5 miles I think you should have the railway system, because a tramway then begins to get too tedious with its constant stoppages.

573. And a tramway would not be so economical with the transmission of power?—I do not think the loss by transmission is very serious. I think you might run a tramway 10 miles from one engine-house, 5 miles in each direction.

574. You mean, from a commercial aspect, unquestionably a cable or electricity would be the power that you would apply if you had to commence *de novo*?—Yes, for everything out to about 4 miles from the centre.

575. We have to consider the construction of 2 miles of railway to Collingwood; that will go through a short tunnel of 400 yards in the 2 miles. It will have the competition of the trams to the right and left, with probably about three-minute intervals between the trams. We have a power-house at Spencer-street for light, which can be enlarged. If you are asked the question which do you think would be most conducive to the comfort of the people of Collingwood, the electric system or to work it with locomotives, which would you say?—If it was the 2 miles only, I think I should be inclined to favour the electric system.

576. Why in this case should we adopt the electric system?—It is from the point of view largely of cleanliness in the tunnel. I say, if this was only 2 miles in length, but taking it as part of a locomotive railway running for a considerably greater distance the question is much more complicated.

577. Would that 400 yards of tunnel morning and night, and other difficulties as to getting the people, not make it imperative to adopt the more modern system; we have to get the traffic; we have to compete with the tram with its three-minute service?—I rather doubt whether the railway can compete with the tram under those circumstances.

578. A locomotive railway?—Quite apart from how it is propelled. The tramway goes through the streets, and passes all the shops, and the people's houses, and that is much more convenient than a railway with stations at certain points, with steps to go up to them and down from them, and offices to buy tickets, and so on. A railway is a cumbrous thing. A tramway is much more convenient.

579. Suppose we cannot get over that difficulty, do you think we, as an experiment is desired by Parliament, could advantageously make the experiment there, a railway of some sort being demanded?—I think you could make an experiment, though I am not sure whether you would not get into insulation troubles in the tunnel if steam locomotives occupied it as well as the electric trams.

580. Do they not run both in tunnels; is it not a fact that in the Ohio railway an electric locomotive is hitched on and pulls the trains through the tunnel?—I believe so. I do not know whether the steam locomotive works in the tunnel or not.

581. May we take your evidence as suggesting that, if we are to make an experiment, we should make it on new ground?—It might be as well, though for my part I fail to see that a railway can compete very successfully with the street tramways.

582. Suppose that we have this railway, would you make the experiment there; is there any other line that would be more advantageous to try this experiment on?—The St. Kilda line is not a bad one to

try the experiment on, if you must have an experiment. It is nearer to the Spencer-street station, where it is presumed the generating machinery will be.

583. *By the Hon. Sir A. Snowden.*—Would it be practicable to run the electric trams, dodging the locomotive traffic, round the circuit of Melbourne; when the Heidelberg tramway is connected with Melbourne and brought into Spencer-street there will be a complete circuit of the inner municipalities of Melbourne. Would it be desirable to run trams both ways continually round as they do in the metropolitan railway in London, dodging the portion of the locomotive traffic which must essentially go over portion of the lines?—I should think that would be practicable, but the traffic manager could better point out the difficulties.

584. *By the Hon. the Chairman.*—Has the machinery with which you are working the electric companies become obsolete more than once or twice in the ten years?—No. At the principal electric station with which I am concerned we are running the machines which we put in eight years ago, and they are doing very good work; we do not regard them as obsolete.

585. There is some idea that the machinery changes so rapidly that there would be a special cost in the machines, that however modern they are to-day they would be out of date in some three or four years?—That might have been true ten or twelve years ago, but I think things have settled down pretty well now.

586. Is this the right moment to make the experiment from an economic point of view for the colony; we are not before our time?—I do not know that you are, but I should like to have more definite particulars as to results that have been obtained elsewhere. We must let other people do the experimenting.

587. In the meantime there is half-a million a year lost on the railways?—I am afraid you will not stop it in this way.

*The witness withdrew.*

*Adjourned.*

FRIDAY, 2ND DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. Bell,  
The Hon. Sir A. Snowden,

The Hon. J. A. Wallace.

Arthur James Arnot, examined.

588. *By the Hon. the Chairman.*—What do you think of the introduction of electric traction on any of our short lines, such as the St. Kilda or Port Melbourne lines, from an economical point of view, and do you think we would be better served by its introduction, considering the disadvantages of the present system, and the advantages of electricity applied as a motor, as far as you know from your own experience or from reading?—I can only speak generally on the subject. My travelling and experience has been practically all in connexion with electric lighting, although I have had a little to do with electric trams. Electric traction on railways is such a much larger subject that my own experience is worth very little, but I think electric traction, where the traffic is large, is decidedly much more favorable in several ways than steam traction—that is for passengers especially. Of course flexibility of electric traction is one very important feature, applying only to passenger traffic. As applied to goods, that is a question I cannot offer an opinion on, it requires considerable looking into; but from what I can see, electric traction for passengers would certainly be advantageous on the suburban lines. The St. Kilda line and the Collingwood line, I think, could be run cheaper and more efficiently, and with greater satisfaction to the travelling public, than with the present system of steam traction, especially as regards frequency of trains and cleanliness. A locomotive passing through a populated district is not a very nice thing, it is always throwing grit and smoke about. Electric traction does away entirely with that, and can be run more economically. A locomotive takes 8 lbs. of coal per indicated horse-power per hour, and the engines required to generate the electricity for electric traction can be run usually for 2 to 2½ lbs. of coal. Those are some of the reasons why I would recommend electric traction. Of course, in the circumstances under which this inquiry is made, referring to the suburban traction in Melbourne, I should say it requires very careful consideration, and should be reported on by qualified men who have gone into every section and every department. I notice that it is proposed to have a tunnel in the Collingwood line. That being the case, a locomotive is objectionable. Those who have travelled on the underground railway in London know how disagreeable it is to suffer from the fumes of the locomotive, and I think that electric traction might be—and, as far as I know at present, I should like to see it—adopted on the Collingwood line. There is absolutely no difficulty in handling the trains with electric power. There is the power there, and you can have as much power as you wish. The cost of maintenance on the permanent-way is less by 15 or 20 per cent., because you use much lighter vehicles. Instead of the locomotive being 60 to 90 tons, the weight is distributed over the different carriages, and there is less wear and tear on the permanent-way.

589. You are quite sure the maintenance or up-keep is less on the proposed electric lines?—I think so, certainly, if you adopt the system of street tramways, that is to say, one motor man and one conductor in two or three carriages, so that the conductor could travel the whole length of the train, take his fares, and look after the traffic, thus doing away with the porters at the various stations.

590. *By the Hon. J. Bell.*—It would be something like the tramways here?—Very much the same.

591. *By the Hon. the Chairman.*—It is cleaner, lighter, and cheaper?—Yes.

592. You superintend the whole of the generation of the electricity from beginning to end?—Yes.

593. Are you making it cheaper than you were; has experience been able to improve the manufacture of the current?—Yes. As we improve our plant, our system of generation, our fuel, and so on, we

reduce the cost of maintenance. In the early days we used to run and generate electricity with small unit machines, the same sized engines and the same sized dynamos. As the plant grew in extent we have increased the size, and introduced compound or triple-expansion engines, condensing, coupled direct to a large dynamo, which will bring the cost per unit generated considerably lower than it was four or five years ago.

594. Have you any theory as to the present cost per kilowatt or horse-power of production in Melbourne?—That is for installation. A plant complete should run to £30 or £35 per kilowatt, installed. That is without mains or cables; if you put in mains it will cost a lot more; but for the plant itself it runs into £35,000. You have to put a building over that, and the mains.

595. In your contemplated system in Melbourne do you contemplate supplying power?—Power for all purposes, elevators, and motive power for all classes of work.

596. Do you contemplate being able to let it off to the railways?—That has not been thought of so far.

597. You contemplate the probable sale of power?—Undoubtedly.

598. *By the Hon. J. Bell.*—Could your proposed appliances generate sufficient power to sell to the railways?—We would have to put special plant down for the railways.

599. Have you any illustration of its application to any of the street railways in Glasgow or Liverpool, or any short railway similar to the St. Kilda railway?—I can give you a general outline of how they work; I cannot give you any figures as to the cost of maintenance.

600. Comparing the two systems—locomotive, with its cost of steaming 3 or 4 miles, and the electric system as a matter of economy—can you give us any illustration in any part of the world of a system similar to our system in Collingwood, Port Melbourne, and St. Kilda?—I saw a plant being constructed when I was at home, in 1892, for the Liverpool Overhead Railway, and I have travelled on the South London Underground Electric Railway, and have gone into the cost of construction, and the cost of maintenance; but, at present, I have no recollection of the figures of the electric system.

601. What are the advantages of the electric system in short lines in the matter of cost?—The saving, first of all, I consider, shows itself in the employés. Instead of employing two men on a locomotive, as at present, there would be only necessity for one man, that is, the motor man. Then, again, if the railroad tramway system is adopted, that is, a sort of combination of a tramway with a railway run by electricity, one man on each car, or series of two or three cars, would collect all the fares at all the stations, and so do away with the station-master and other officials for collecting fares and dealing with the money.

602. Then there is another advantage, a man would never be late for his train?—There are so many trains that, under the circumstances, he would not look up his time-table; he would simply walk to the station and step on to a car, if the service was anything like what it should be. I take it, if electricity were introduced, the service would be quite double what it is at present.

603. The convenience to the public would be enormous?—Yes.

604. Would there be any chance of an increase in the traffic on such a line?—I think so, naturally, and there would be an increase if we took other things. At home, where electric tramways have been introduced as against the older system, where the service has been slower or not so frequent, in every case the traffic has increased, in some cases enormously.

605. Where greater facilities are given traffic will increase?—The traffic will respond.

606. *By the Hon. the Chairman.*—There is no necessity for a time-table?—No; except in the middle of the day.

607. Can you explain this. On the reconstruction of the New York street railways, the introduction of the transfer system reduced the cost of the car fare, and “1,996,871 transfers were issued from 5 cents to 4.75 cents, and in 1897–8, when 90,000,000 transfers were given out, the average car fare was reduced to 3.48 cents, and for this sum a passenger, if he is so disposed, can make a continuous trip of over 20 miles.” Is there anything in electricity to enable us to effect work of that sort?—I can only say, generally speaking, that the circumstances under which that tramway is running are exceedingly favorable to a tramway of any description. I have no doubt it would pay well with a tram of any description; but with electric traction it pays the best. I suppose the reasons generally are that the traffic is large; that electricity can be generated and used on a large scale at a very low price, and that the cost of maintenance of the permanent-way is light.

608. According to that there must be a tremendous difference somewhere, when they are able to do this and make a profit out of it?—It does not compare the electric with any other system. If it compared it with the previous system it might only show 10 per cent. increase. Other traction might have been paying very well before they introduced the electric traction.

609. Do you see any difficulty with the electric system in the morning and evening service on the St. Kilda line as to moving the masses that go out and return?—No difficulty at all.

610. Is there any difficulty connected with the transmission of power, say 10 miles—which is the more economical, 5 or 10 miles?—The shorter the distance the more economy there is. If you go 10 miles you prepare, as a rule, to lose 12 to 15 per cent.

611. Have you no invention to obviate that loss?—You can reduce it by increasing your pressure; but there is a limit to the pressure. One has to have much more expensive machinery to generate and maintain his flow of high pressure of 25,000 volts, or something like that; and one prefers to use a pressure of 5,000 volts and lose a little more on the circuit.

612. Suppose you were asked to tender to supply the power for the Collingwood line—2 miles—could you supply it?—We could.

613. Would it involve a very great outlay on your part; have you spare power now?—We have no spare power at present for that class of work, but we are now going into the matter of additional machinery for the lighting of the city, and that plant could be obtained at the same time.

614. Could you form any idea of the cost of working the Collingwood line, assuming that the wires were all fixed, and the line laid by the Railway Department; what power would you require to work that line?—I do not think any evidence I could give on that point would be of any value without going into the details.

615. Could you form a rough idea as to the saving in cost between the locomotive service on the St. Kilda line and an electric service?—I would not like to say more than 20 per cent. of saving, perhaps 25 per cent. I think if one did that, one would be doing very well.

616. Do you make provision in electric railways for accident to one engine?—We have in electric railways two motors on each car. There is always a stand-by at the car-house. Going back to the New York line, my recollection is that in New York they had the horse trams in 1892, and I had to change four times from one car into another to get from one end of Broadway to the other, simply on account of the horses giving up with the heat, through the load of passengers they had to carry; so it is a line that is exceedingly well patronized. I should think it was crowded from morning to night.

617. Suppose we were beginning to provide for a service, and had no plant whatever, which would be the best system on the whole 75 miles of suburban lines; which would you begin with if you were empowered to determine on the system you would use?—I can only say I think I would adopt the electric system, but I cannot give a decided answer to that. I should like to go into all the actual traffic returns as to what they are doing at present. I would like to go into details of the number of passengers carried, and the distance of each line and present cost, before I could give a reply. As far as I can see at present, I think the electric traction would be the system I should adopt.

618. Is our coal good enough; is there any obstacle in the way of the production of electricity on that account?—No, there is no obstacle there.

619. *By the Hon. J. A. Wallace.*—It will take more coal to create the same amount of steam for the power required?—It may do so.

620. *By the Hon. the Chairman.*—You are using Victorian coal?—We have used large quantities of it.

621. You have no difficulty with the coal at the power-house?—No difficulty at all. We have not found it quite so effective in use as the New South Wales coal, but as they develop their mines they may have as good a coal as the New South Wales coal.

622. How many power-houses has the city of Melbourne?—Only one at present, that is the one at Spencer-street.

623. With the extension of all this business will you not have to extend the power-house?—We would extend the power-house, but only on that place. We will not erect any machinery on additional sites. We will utilize the same site for our extension. We are considering that matter now.

624. Experimenting with two lines would not lead to any great expense in engine-power?—I should not think so. I should not think it would reach more than £15,000 for engine-power for the two lines. But that is a very rough estimate, I would want to know how many trains you wanted to run.

625. Would the electric traction interfere with the Government telegraph wires or the city lighting wires?—It would not interfere with the city lighting wires.

626. Will it interfere with the telephone or the telegraphs?—There is a possibility of some slight interference in that direction under the present circumstances, where the Government use a single wire and an earth return. That can be obviated by using a double lead and return. There is no obstacle that cannot be overcome, but it means additional expense.

627. Being within our fenced lines is there anything in the city connected with water-pipes that would be a difficulty at the crossings of the railways?—Not if the regulations of the Board of Trade for electric traction are adhered to, which provides for a proper earth return for electric traction. I do not think electrolysis would come into play, but I think the telephone system would have to be duplicated where it approached near a railway.

628. What happens?—You go to earth with the return circuit in locomotive traction. In the traction proposed on the St. Kilda or Collingwood line you would not use the rails as a return wire. You would have a wire in the centre, I suppose, or a ribbon for a conductor, which would carry the current from the dynamo to the motor. Then it would pass through the motors on the car on to the permanent-way and rails, and travel back by earth to the power-house. In travelling back the current is in contact with the earth. The telephones use the same circuit, the same earth, and on account of that there is a possibility of considerable conduction and induction from the overhead wire. That can be obviated by the use of return circuits by the telephone people, if they use a return wire when they are near the railways. Of course the more perfect the earth used, the better the telephones.

629. You would have a metallic return?—Yes.

630. That would be almost a necessity?—Yes.

631. Do you think it is desirable to make an experiment on the St. Kilda line, or would you prefer any other line?—I think it would be better to postpone it for twelve months before making the experiment.

632. Do you expect more reforms?—I think we will get more perfect plant in that time. At the present moment electric traction for tramways has gone ahead successfully, has done well, but electric traction on railways is, comparatively speaking, new, and I think we should gain by the experience of the old country by waiting another twelve months. We could then get a more up-to-date plant, and we would gain by the experience of the old country. I think it would pay the Department then to run one of the lines experimentally by electricity.

633. You would not make the Collingwood line with that system?—I am in absolute ignorance of the Collingwood line. If it is going to carry a lot of passengers, I would like to have electricity on it, but if there is not going to be much traffic on the line, I should not like to have electricity introduced, because it might be put down to electricity that the line was a failure.

634. *By the Hon. J. Bell.*—Would you advocate electricity instead of steam in twelve months' time on either the St. Kilda or Collingwood line, in spite of the fact that there is a large quantity of rolling-stock there?—I say I would rather see the subject postponed for twelve months, and most likely then I would recommend the adoption of electricity. Although a lot of the stock might be rendered to some extent useless, it could be used on country lines, and the public of the colony would benefit by a cheaper and more efficient and much more flexible and convenient system of travelling.

635. *By the Hon. J. A. Wallace.*—The principal reason you want to delay it is because of the great improvements going on at the present time?—Yes, especially on electric traction railways. There is another point I might mention. I think that an expert visiting what is now in course of running and course of erection in the old country, in six months' time would bring back very valuable information that would assist you very much.

636. *By the Hon. J. Bell.*—Where could we get expert evidence from other countries. Do you think we have enough information in Australasia to deal with this subject?—Electric traction has never been introduced into Australia, so our information is gained by reports from the old country, and I have always contended that such reports are not reliable. I do not care who writes them. You will get reports from one engineer who is naturally biassed. He has to report to a certain effect, and he perforce reports accordingly; but when an expert who is absolutely independent in his opinions goes home to investigate he gets to the root of the matter, he gets the absolute facts. I know when I went home I made it my business not only to see the Chief Engineer, but to speak with the men in the place, and get the details of the plant. That is really the only way you can get the information you wanted.

637. Do you think it will be necessary to send some one to the United States?—I think it would be beneficial for some one to go the States, the Continent, and England. There are 20 or 30 electric traction railways existing now, and he would gain a lot of information that would fortify you.

*The witness withdrew.*

*Adjourned.*

TUESDAY, 6TH DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair;

The Hon. J. Bell,

The Hon. J. A. Wallace,

The Hon. E. Morey.

Hugh Mackay, further examined.

638. *By the Hon. the Chairman.*—At last meeting you were giving us the comparative expenses of cable, steam, and electric lines?—Yes; these are the figures of cable lines for 1896-7. The working expenses of the King and Ocean-street cable line, Sydney, are 10½d. per tram mile; and the Melbourne cable system, 9¾d.; the Chicago City Railway Company, 5d. per car mile; the West Chicago, 6¾d. per car mile. Next as to electric lines—the Chicago City Company's expenses are 8d. per car mile. In Chicago the cable cars are run three together, while the electric cars run singly or with one trailer. In one case every mile counts as 2 or 3, and in the other as about 1½. The Minneapolis and St. Paul electric lines show working expenses, 5¼d. per car mile. Taking 22 trolley systems in the United States, the returns for 1895-6 show the average cost of moving a car 1 mile to be 5½d.—this includes all expenses except interest on cost of construction.

639. What length of line are they?—They vary from 4 or 5 to 18 or 20 miles. On the new George-street electric line, Sydney, the estimate of the working expenses is 9¼d. per tram mile, carrying 120 passengers. The working expenses of the Sydney steam trams, with a load of two to three cars, carrying 150 passengers, are 1s. 10d. per tram mile, carrying 30 passengers on the average more than the proposed electric tram. Taking the George-street electric line again, the estimated proportion of working expenses to gross revenue is 62·63 per cent. The proportion of working expenses of the steam trams to the gross revenue is 81·82 per cent. Now take the estimates of cost of construction of the George-street electric line running from Circular Quay to Redfern, and from there to Pyrmont. The length of the line is 6¼ miles of single track. The permanent-way consists of 83-lb. steel rails laid on concrete, the surface being levelled off with close tallow wood or black-butt blocks. The estimated complete cost of line was £123,000; the cost of the track, permanent-way alone, £10,000 a mile—£62,500 in all.

640. *By the Hon. J. A. Wallace.*—That is laid on concrete?—Yes; this is much more expensive than any ordinary English or American line, because of the solidity of construction. I have given the cost of the track. The next item is, car-house for 40 cars, £9,500; outside electric work, £14,750. Overhead poles and wires and so on; the poles are very dear, because they are using tubular iron. Power plant, £12,800; rolling-stock, £23,200; making a total of £122,750. I may say that power plant included a proportion of machinery at the Rushcutter's Bay power-house, which works the King-street cable line. Since then it has been decided, in view of the early conversion of all the steam tram lines to electric traction, to build a special power-house near Ultimo, Darling Harbor, at an estimated cost of £100,000. Of course, but for the conversion of the steam tram lines to electric traction such a large expenditure would not be necessary. The estimated cost of the track and overhead construction is not likely to be exceeded, but the cars will probably cost something like £600 instead of £500 each. The type of cars used will be single steel Peckham trucks instead of double, the type commonly adopted in the United States. The great effect of the single truck or under-carriage is that in going down grades there is a slight pitching or oscillation, sometimes considerable, and that is the reason why the double truck is being generally adopted in the States; they would be dearer, but the electric cars used on the short line from Ocean-street to Rose Bay, which is a continuation of the King-street cable line, have this type of single truck, and in conversation with Mr. Deane, the Engineer-in-Chief, he admitted that he thought it was a drawback, and that it would be advisable in future lines to have larger cars on double trucks.

641. *By the Hon. the Chairman.*—Has not that a steep hill?—There is a steep rise near the terminus of the King-street cable line—I cannot say the grade.

642. I understand that the electric traction lines require no cuttings?—No, they are always taken on the surface. The steepest grades in San Francisco are 6½ to 7¼, and they can do that without cogs, the stopping places being on the level—that is the great difficulty in connexion with the cable lines there, the immense strain on the cable, and to obviate that the stopping places are on the level. They only stop at the corners of long blocks, and there the roadway is levelled off, so that the standing cars are never on the incline.

643. For the Collingwood line it would do away with the cuttings or the tunnelling?—If Parliament decided to adopt electric traction there would be no necessity whatever for cuttings. There is no grade on the Collingwood line equal to the grades on many of the electric traction lines in America and England—steep grades are easily surmounted by electric traction.

644. *By the Hon. J. A. Wallace.*—What is the steepest grade you have seen there?—1 in  $7\frac{1}{4}$  to 1 in 10; a considerable number.

645. *By the Hon. the Chairman.*—What length of that steep incline was there?—Anything from 50 yards up to, say, 300; I am speaking generally.

646. You have seen that surmounted?—Without the slightest difficulty. During the inquiry in Sydney into the construction of the George-street electric line an estimate was furnished of the cost of converting the steam tram line from Bridge-street to Redfern, which was as follows:—Outside electric work, £5,600, that would include iron tubular poles, copper wire, the bonding of each rail, and so on. No estimate is given for car-house, the present one to be used; power plant proportion, £3,200; and eight motor-cars, £4,540, making a total of £13,440 for the conversion of a line something like 2 miles in length—it would be from below the Metropole, Bridge-street, to the Redfern Railway Station.

647. Supposing the St. Kilda line had to be converted to an electric line; that is  $3\frac{1}{2}$  miles?—If you take it on the same basis as the overhead trolley system the cost could easily be ascertained from that Sydney estimate, but it would depend on the type of construction you decided on.

648. An overhead trolley?—That is the Sydney estimate for it.

649. Then the St. Kilda line would be practically the same?—Your mileage is more. The total estimate in Sydney was £13,440, but we have no spare power-house in Melbourne—the Government has no cable line with engines which you could use for generating the power for this line—there is everything except the power-house—eight motor-cars are provided for working it with a five-minute service.

650. Would the traffic be the same on that line as on the St. Kilda line?—I should say the St. Kilda line has more. The omnibuses carry many passengers from Redfern and Circular Quay and the cross streets near Bridge-street.

651. Have you anything to add?—You asked me a question as to the proposed Northern Suburbs lines; I should say that, whether one line or two is to be built, there is very little doubt (taking into consideration the American and English estimates) that the capital cost of electric lines would be very much below steam lines, and, as a railway is practically a traffic-carrying machine, it should be graduated to the work it has to do. What is the use of building an enormously expensive steam railway, with compensation for land, with cuttings, with expensive permanent-way and tunnels, and costly rolling-stock, when you can build a passenger line at a very much lower cost that will carry the passengers more comfortably, without the disadvantage of smoke, dust, and steam whistles? As I mentioned before, the average estimate for lines in the States is from £3,000 to £5,000 a mile. Even if the line to the Northern Suburbs cost £10,000 a mile for the track on the basis of the Sydney estimate, that would be much below the estimate of the Collingwood steam railway. As to the conversion of the existing railway track on the one line from North Fitzroy to Whittlesea, and on the other from Clifton Hill to Heidelberg, the necessary expenditure would include the copper bonding of the rails. The Sydney estimates are £120 to £150 a mile for this work. Then there would be the overhead construction, consisting of poles and a conductor wire, at £700 to £800 a mile; the feeder cable from the power-station, at about £1,200 a mile; and the power-station itself at a point, say, near the United Kingdom Hotel, between the two lines. I notice in the evidence before you it was proposed to build a large power-house at Flinders-street; but if it were decided to adopt the electric system on newly-projected lines only, such as those to the northern suburbs, it would be better to have the power-house at a point as nearly as possible midway along the length of the passenger traffic; that would be somewhere between the two lines, near the United Kingdom Hotel, at Clifton Hill.

652. *By the Hon. J. A. Wallace.*—What benefit would arise from that?—The pressure is more equal; you can better distribute it along the line, and the cost of feeder cables is less. In the case of long lines in the States the power-house is as nearly as possible midway along the length of the line; in short lines it may be at the terminus.

653. It has been talked about here to have a station situated in such a way as to supply all the different suburban lines, to take the power from the one engine-house to the whole of the lines?—That would require a very large power-house, built and equipped at very large cost.

654. Would it not be an advantage?—Yes, if the lines radiate from one point.

655. For instance, the Camberwell and all the different lines from Flinders-street, a power-house near there would supply all those?—Yes, but if it were decided to use electric traction on the northern lines you have a comparatively long extension, running into the country 21 miles to Whittlesea and  $5\frac{1}{2}$  to Heidelberg, and the custom in America is to have the power-house about midway along the line of the heaviest traffic.

656. You do not lose much power in half-a-mile?—No. It depends on the equipment. The loss on electric power has been very much diminished during the last two or three years by improved equipment and bonding.

657. *By the Hon. the Chairman.*—I notice excursion parties in America go through as many as 150 miles by junctions, being passed through one county and another onwards. Did you notice that?—The companies give every facility in the issue of tickets for such transfers.

658. Did you experience such extensions in 1895 as 150 miles under electric traction?—No.

659. Your longest was what?—From 25 to 30 miles. Since then lines have been built as long as 40 miles.

660. And junctioning with other lines?—Yes; with small lines, cross-junctions, and switches.

661. They have separate powers in each county?—If they are operated by different companies; but in San Francisco the Southern Pacific Company took over a number of cable lines, and as they found the working expenses were materially high, they decided to substitute electric for cable traction, and to utilize one large power-house instead of the four by which the power was previously generated, with a great reduction in working expenses.

662. Were you ready to report to the Patterson Government when you returned from your trip?—Yes; but I found the new Government then in office would not take it up at the time.

663. Is it fair to ask what advice you would have given on your return as to the adoption of electric traction on the suburban lines or beyond, had you made up your mind to report?—That for any new or projected suburban lines electric traction would be a great advantage; but that, in connexion with existing suburban lines, there would be a considerable loss, owing to the vast quantity of rolling-stock, engines, and

carriages having to be put aside. Now that the Government has obtained authority to build a large quantity of new rolling-stock, that objection does not apply. Any stock taken off the suburban lines could be put on the country lines.

664. Had it not been for the quantity of rolling-stock you would have reported to the Government unhesitatingly to adopt electric traction because of the economy?—Yes; and that was the opinion of every American engineer and railway manager and English manager I consulted, that the great difficulty in substituting electric traction on short lines was in the disposal of the rolling-stock, which meant a great inroad on capital.

665. You say the Collingwood and Fitzroy lines ought to be built on the electric system?—The Collingwood line; the estimated cost of that permanent-way is over £250,000, and of rolling-stock £48,500. It is said that the rolling-stock should not be wholly debited to the line; but, if the line were not built, the rolling-stock would not be necessary. In addition to that, you must charge to the cost of the new Collingwood line a certain proportion of the new Flinders-street station, where provision is to be made to bring in the tracks of not one line, but the two Northern Suburban lines. Then the duplication of the viaduct from Flinders-street to Spencer-street will be necessary, and the Railways Standing Committee has had evidence that that will cost at least £75,000. When the Committee asked whether the duplication of the viaduct would not be in any case necessary, one witness replied that, owing to the traffic carried over it, it would; but the amount of traffic to be carried depended upon the discretion of the manager; in other words, the manager can run as many or as few trains over that viaduct as he chooses. If there is congestion of the traffic by running more trains through to Spencer-street, you require the duplication; if not, you do not require to spend the £75,000 on it.

666. Did you prepare a report?—No, I did not.

667. You have given this Committee most of the points that would have been in it?—Yes, the essential points.

668. Had you any conversation with the Government after you came back?—Yes.

669. Did you gather why they did not want a report?—I would rather not answer that; there were certain reasons why it was not desired at the time.

*The witness withdrew.*

William Stone, examined.

670. *By the Hon. the Chairman.*—What are you?—An inspector in the Telegraph Branch of the Victorian Railway Department.

671. You know the nature of our inquiry?—I do.

672. As to the advisability of applying electric traction to some of our railways, say, the St. Kilda or Port Melbourne, or the Collingwood and Fitzroy lines—have you any ideas that would assist us in the matter?—That is a very general question. I understand you wish me to give my views generally on the subject of electric traction; it seems to me that a great deal depends on what we understand by an electric railway or a tramway. We know that in America some 15,000 miles of tramways or street railways with the trolley system have been put down, and a considerable number of miles on other systems. In dealing with a tramway we have to remember that the engineer who designs it, if he has a fair field before him, lays his lines down the most populous suburban streets and along the best business streets; his object of course being to pick up people at their homes as closely as he can get to them, and to land them as near as he can to their businesses. On the other hand, a railway engineer, owing to the particular characteristics of railway work, as far as possible, has to keep out of the main business streets and the best residential streets—his object is not to depreciate property, which the passage of a locomotive would do, so that a street railway engineer and a railway engineer are actuated by totally different motives in the selection and location of their lines. Then there is another point, brought up by the last witness, with reference to grades—that a tramway or street railway engineer can disregard them; it is to his advantage to do so, for if he ran in cuttings or on embankments he could not pick up passengers. So it seems to me that, although we cannot say there is a distinctive difference between a street railway and an ordinary railway, yet there is in another sense owing to this fact, that the two are necessarily put down on different lines. Of course, if we had an absolutely clear field with our suburban railways to put them down again, in all probability our engineers would not put them on embankments and in cuttings, but would conform more to the practice adopted with street railways or tramways. As to the power to be employed, whether steam or electricity, the relative economy of the two must depend on the nature of the work they are called on to perform. As Professor Kernot said, a locomotive under certain conditions is a very efficient machine—he pointed out that an express engine would develop one indicated horse-power with from 2·3 to 2·6 lbs. of coal, and he compared that with a central station to supply electric energy; but I would point out that he has there taken a very favorable case for steam, viz., an express engine. In suburban traffic, where a locomotive has to start very often and very quickly, so as to get up a good speed between stations at short distances, there is not anything like the same advantage—it is working under conditions of much lower efficiency, and the coal estimate would not be anything like so favorable. I have here an article in the *Electrician*, by a very competent man, dealing with this question of coal supply that I would like to refer to. I would rather not express my private opinions on this matter.

673. We have had some evidence on that point. Do you agree with Professor Kernot's evidence?—No; I wish to show that I do not. Though I agree with the case he stated, I do not think it applies. That refers to suburban work. In the *Electrician* of 1st October, 1897, there is an article on "Electricity as a Motive Power on Elevated Railways," by Mr. S. H. Short, of Cleveland, in which he says—"In the accompanying diagrams (Figs. 1 and 2) I have illustrated graphically the performance of one of these trains between stations, also the consumption of power, as calculated from the weight and speed of the train. It will be seen therefrom that it is not possible with steam to make a better schedule time than is at present in force, i.e., 13½ miles per hour, unless the weight of the locomotive be increased or the trains be lightened. The heavier locomotives would endanger the safety of the entire structure. The lighter loads would necessitate more frequent trains, consequently a much larger force of skilled employés to run the extra locomotives. The cost

of fuel for operating a steam locomotive amounts to about 20 per cent. of the total operating expenses of these roads, the fuel consumption being about 7 lbs. to 8 lbs. of coal per horse-power per hour." Now, here is a man who speaks from a knowledge of the actual working of those overhead railways in New York, so I gather from this article, and he says that those locomotives consume from 7 lbs. to 8 lbs. of coal, whereas Professor Kernot says from 2.3 lbs. to 2.6 lbs., and this is dealing with a rapid steam service on an overhead railway. Later on, Mr. Gould, the president of this company, informed the shareholders that they had decided to adopt electric traction on those roads. Those roads deal with, I suppose, the densest traffic in any part of the world, and they would not convert those roads now to electric traction if they were not very sure of their ground. By this quotation I wished to show you that a greater economy in the saving of coal than some have led you to believe can be obtained by the use of electricity. With the electric tram (or street railway) system, or even with steam applied to it, where the trains stop, the object of the railway authorities is to meet the requirements of the public. In the case of railways put down as ours are, and in other suburban railways in the world, the public have to adapt themselves to the somewhat rigid conditions of the railway service; they have to go to places where it suits the railway people to pick them up; that makes a great difference. There is another point of difference—the working cost. If we took a train consisting of one locomotive and eight carriages operated by steam, and for that substituted one operated by an electric locomotive, the only saving we could expect is the saving in the fuel and in the working expenses. So far as the labour on the trains is concerned, I do not think there would be any alteration whatever. With an eight-carriage train we would still require two men on each locomotive, so that, if one man became ill, the other could take charge of the train. Then again, an electric locomotive requires not only those men on the train, but labour at the generating station, so as far as labour goes, it appears that electricity in this case is at a disadvantage. It seems to me that there is not a very great advantage if we simply change the motive power, in other words, transforming steam into electricity and using it indirectly is not the panacea for all the ills that railway systems are heir to. But, supposing the requirements are shorter trains at more frequent intervals, and you break up a train of eight carriages into four of two carriages each, then with steam you would have three men on each of those, making twelve altogether, and also twelve vehicles. On the other hand, if you displace those by trains consisting of two cars, one being a motor-car which carries as many passengers as the trailer, we should have eight vehicles with two men employed on each motor, making eight men as against twelve men, and eight vehicles as against twelve. As you break up a train into shorter trains and put steam locomotives on them, even though you reduce the weight of locomotive, still the weight of the locomotive becomes a larger percentage of the total load drawn, hence the marked difference in moving a non-paying load as a greater proportion of the total load, so it is very unfavorable to the steam locomotive to run quick trains at short intervals, and very favorable to the electric method under the same circumstances. That is, if steam and electricity be compared, with large locomotives pulling long trains, there is comparatively small difference, but if the trains are broken up to perhaps four times the number of trains, the cost would be very much in favour of the electric propulsion. That shows the difference between a street railway in America and our suburban railway system. The conditions permit of a more satisfactory use of power where a tramway or street railway system is employed than where our suburban system is employed. It seems to me that with a suburban system like ours, and in other parts of the world where there are good tram services, the reason we get a fair proportion of the business is that the railways run at a higher speed and are more comfortable. If we consider the conversion of a suburban system into an electric one, still retaining a few stations at considerable intervals, and no more access to the lines, we must go on in the same way, give the high speed and the extra comfort, so really the conditions under which our railways are laid down are not at all favorable to conversion, whereas if the ground were clear, and if we could run the trains on top, on the road level instead of embankments, and could pick up and put down people where they desired, there is no doubt the electric system would be by far the best.

674. Have you any information to give from your own experience?—As far as anything original is concerned, I can give you absolutely nothing; I have only the sources of information open to every one else. I would like to say further that, in looking into this question, it is not simply a matter of looking into it with respect to the trolley system; that system meets certain requirements, but, so far as I can find, even the American electric men would not advocate the use of the trolley system for such lines as ours. I notice in a paper here, which has been mentioned before you many times already, that Mr. Heft, of the New York, New Haven, and Hartford Company says, in referring to the Nantasket Beach line—"This Nantasket Beach line has been made the company's experimental ground, and upon it has been developed a system of electric railroading which is in many respects, I believe, unique, and, while far from being perfect, is yet sufficiently so to warrant the management in pressing ahead with its electrical equipment on a large scale and with a more than theoretical understanding of the limitations of different motive powers." Now, there, so late as June, 1897, we find one of the leading electric railway men talking of the subject being in the experimental stage, and he is speaking of it, not as a tramway being in the experimental stage, but of a certain class of suburban railway systems. The best electric railway men in America and also England, although they consider the tramway system is absolutely settled, do not regard a light railway or suburban railway system as on the same solid foundation. Further, besides the difference between trolley and third rail, we should not overlook the use of accumulators. Even American engineers are now turning to them, partly with the view to reduce the great cost of the feeders on long lines, and partly to reduce the big fluctuations in the demand from the power plant when there are a comparatively small number of cars running on the line, in that case two or three may start at the same moment; the demand on the power plant then is very severe. If there are batteries of accumulators along the line, they will store up the energy developed at the power-station and are ready to give it out quickly where required, and at the other portions of the time they store it up, so that the engine is running under a more uniform and, therefore, more economical system. Before adopting electric traction in this country, it would be advisable that the whole of those points should be gone into. I also notice in America, England, and Europe they are going into the use of, and are actually using, the three-phase system.

675. What is that?—The three-phase generator is really equivalent to three alternators coupled together in line with their armatures  $120^\circ$  apart, with large accumulators. It is one machine developing alternating currents differing in phase by  $120^\circ$ —[*further indicating his meaning by a sketch*]. Single-phase

alternating currents are not suitable at present for operating motors, because of the difficulty of starting them, but if two-phase or three-phase currents be employed, especially the three-phase, that difficulty disappears, and the alternating motor is then as readily started and controlled as a continuous current motor. The advantage of the three-phase is this, that you can generate at a very high pressure, and therefore transmit the energy through lines of small section, and thus reduce the feeder cost at certain points, which we might call sub-stations. This high-pressure electric energy is transformed by means of three-phase transformers to a suitable pressure to work on the cars, and the great cost of conductors is very much reduced. On the other hand, against that we have the increased cost of plant, but, under some conditions of length of line, and so on, it is more economical to adopt this system, and I think that before the question of electric traction is settled, or recommendations are made, these points should be properly looked into. So far as your evidence has gone, practically only one system has been spoken of, the continuous current system with the overhead trolley. Many engineers say the trolley system is not suitable. Mr. Hefst practically condemns the trolley for work of this kind; he says—"Our experience with the overhead electric and the third-rail constructions at Nantasket Beach has led us to believe very firmly in the advantages of the latter form of conveying current from the station to the cars. There have been no mechanical troubles of importance with the overhead construction, and the pole-lines and wires are to-day in practically as good condition as when first installed, but the difficulties of passing the heavy currents frequently called for by the cars, through the trolley wheels to the motor circuits, are most serious, and burn-outs of trolley wheels are not infrequent." Here an American engineer with large experience with the trolley system speaks favorably of the third-rail system, so that I think the third-rail system, as compared with the trolley system, the three-phase system as compared with the others, and the use of accumulators, should all be considered.

676. You have charge of the new power-house at Spencer-street for lighting purposes?—Yes.

677. Do you see any difficulty in your present construction being so enlarged as to enable us to work the St. Kilda line experimentally under electric traction?—No, the building could be enlarged.

678. Would it require that?—I think it would, but I have no data as to the actual power required, and a great deal depends on the type of machinery employed.

679. Could you personally design and fix for the  $3\frac{1}{2}$  miles the machinery necessary for the trolley system—would you recommend the trolley?—I would not make a recommendation at all except that the matter be looked into by some one on the spot. Some one should go home and look into the question there; and not only an engineer, but a traffic man, because you will see that this question of the success or failure depends as much on traffic arrangements as the kind of motive power employed.

680. Have we anybody here, with your assistance, to make an experiment on the St. Kilda line if it was desired?—Yes, we could do anything of that kind, but I do not think it would be advisable. What we can do means practically nothing—what it is advisable to do is a very different thing. We could put down the plant and run it all right, but whether it would be a success and give evidence of value for after work depends on the actual system put down, and that means that the whole subject should be investigated in a proper manner.

681. You can do it?—We can do it, but I would not recommend it, because we may do work that may practically condemn the very thing you wish to prove is a success, if we adopt an unsuitable system.

682. Would we have to bring men from America who understand the work?—I do not think so.

683. It would not necessitate absolutely bringing engineers from America or England for a simple experiment on the St. Kilda line—between the experts of New South Wales and your own knowledge you have ample, you think?—Yes, but I would not recommend it. I would recommend first sending some one home, so that the first experiment shall be carried out on proper lines. As to bringing a man out, it might do as well to get a man out from America or England, but he should be compelled to spend six months in this colony without expressing an opinion on the subject, studying the local conditions of traffic and so on.

684. What have they done in New South Wales in converting their whole system?—I am not aware.

685. Will it not be an object-lesson to you?—Yes, but it is different to our work. They are putting down a street railway; it seems to me it would be a great pity to undertake work with only part knowledge. We might carry out an experiment here which would practically condemn electric traction for the next ten or fifteen years, simply because for the sake of saving a few thousand pounds in getting the proper information we went on wrong lines. I say the work should not be undertaken until we have the advice of some one who has seen the work at home and knows our traffic requirements. I believe that light railways are run satisfactorily by electricity.

686. In a general way you see no objection if it were to the advantage of the railways and the people to adopt this electric traction here?—Certainly not. I think the evidence is in favour of electric traction; but I do not think that the evidence gained from electric tramways or street railways is sufficient to carry out alterations on our suburban railways. I think we should investigate the very few cases of lines like our suburban lines which are operated by electricity.

687. If electric railways were started the same wire might convey the lighting power?—Yes; the same power which draws the car would also light it.

688. That would cost £50 or £60 a carriage on your lines?—It would be cheaper to fit them up with electricity than with gas.

689. If we determine on electric traction we practically light the carriages by the same wire?—Yes, from the same source.

690. That would be a mere bagatelle?—Probably it would be less costly than gas.

*The witness withdrew.*

James H. Fraser, examined.

691. *By the Hon. the Chairman.*—What are you?—Assistant engineer in the Victorian Railways.

692. You have given the subject of electric traction on railways some attention?—Some time ago, not recently.

693. You made a proposal that the northern suburbs should be worked by electric traction?—  
I did.
694. Have you copies of your method, or can you explain it to the Committee?—I have them at the office, and a plan.
695. Will you bring them for to-morrow's examination?—Yes.
696. Have you been to New South Wales?—Not during the last two years.

*The witness withdrew.*

*Adjourned to to-morrow, at Three o'clock.*

THURSDAY, 8TH DECEMBER, 1898.

*Members present:*

The Hon. D. MELVILLE, in the Chair ;  
The Hon. J. H. Abbott, | The Hon. J. Sternberg,  
The Hon. E. Morey, | The Hon. J. A. Wallace.  
Robert G. Kent, examined.

697. *By the Hon. the Chairman.*—We are inquiring into electric traction on the suburban lines. What capital is involved in the suburban system of railway, and how many miles are included in that?—There are the north suburban and south suburban systems, but I cannot say what mileage is involved.

698. What is the gross amount of capital involved in what is known as the suburban radius?—I do not know whether we have kept the returns lately.

699. What amount of capital is involved in the rolling-stock for those lines; is the capital for rolling-stock increasing; and, if so, at what ratio per annum?—We have new rolling-stock coming in; a part of that is charged to working expenses, but I will see if the capital cost can be ascertained.

700. We want to know the increase in the capital for the rolling-stock; then what is the loss in the aggregate on the suburban system, and what is the loss on particular lines?—That would take some time to prepare. We do not give that in our annual report. Until a few years ago we used to divide the railway accounts into systems; first, the south suburban, that was the Hobson's Bay system, and we tolled the traffic and the expenses, so that we could tell how the suburban lines were paying; then we had the same system for the northern lines—the north-eastern and western and eastern—but we have discontinued keeping those separate systems.

701. Are you able to say whether the suburban systems, as a whole, pay working expenses and interest on capital?—I cannot say positively, as we do not now toll the revenue on the suburban systems, but I am of opinion that they do pay on capital.

*The witness withdrew.*

James H. Fraser, further examined.

702. *By the Hon. the Chairman.*—I believe you have given some attention to electric traction on the railways, and were compiling some facts connected with the system—will you give us any information on the subject that is in your power?—Anything that I have done was some time ago; it was three years ago that I compiled the information for Mr. Rennick, and I have not collected any notes since then. I have read various papers on the subject, but I have not made any notes of them.

703. What conclusion did you arrive at?—It was in connexion with a proposal I laid before Mr. Rennick for an underground line through Fitzroy and Collingwood; it was specially with the view of taking a line underground that I brought under his notice the progress that had been made in electric traction, as it would be impossible to work the line with steam.

704. You considered the question from the point of view of electric traction; what did you recommend?—At that time I recommended that the line, instead of going round to the south side should come through the city, and have a central station in Bourke-street, and that the line be worked electrically. I gave Mr. Rennick a large amount of information as to the progress that had been made in electric railways, underground and overhead, in various parts of the world.

705. What was the substance of your recommendation; you recommended electricity on the north suburban lines?—Yes, because at that time there were 10,000 miles of electric railways in operation in America successfully. They were being introduced at the rate of several thousand miles a year; and they were pushing on the construction of electric railways in Europe and in London. There had been a very successful electric railway in Liverpool; so it struck me that if they were successful everywhere else they would most likely be applicable here.

706. Did you go into the question of cost in generating the electricity?—No, I did not consider that necessary. I reasoned that if electricity proved efficacious in those other places in competition with steam it would be the same here.

707. Did you discuss it with Mr. Rennick?—No, I simply sent in a report, and he wrote a memo. on it, and that was the end of it. This is the report:—"I beg to bring under your notice a suggestion for a railway to Fitzroy and Collingwood, *viâ* Russell-street, Lonsdale-street, and Nicholson-street. The principal advantage of this route over others is the station at Bourke-street, which will enable the railways to compete with the trams for the Fitzroy and Collingwood traffic. I give below the time-table to the various stations from Bourke-street:—

	Train.	Tram.
Brunswick-street	3 minutes	9 minutes
Smith-street	5 "	12 "
Hoddle-street	7 "	20 "
Johnston-street	8½ "	20 "
Clifton Hill	11½ "	22 "
Reilly-street	5 "	14 "
Fitzroy	7 "	15½ "

Electric motors would be used both on account of the length of the tunnel and because the trains could be run at much shorter intervals, thus competing with the trams more successfully. I attach a list of references to electric traction in various periodicals, which show that immense progress has been made in this direction within the last few years. I also send a number of copies of the *Engineering News* and *Engineering Review* containing references to the subject. The *Western Electrician*, *Street Railway Review*, *Railway Review*, and *Railway Age* have also numerous particulars. These publications can be seen at the library of the Working Men's College. It is probable that a portion, if not the whole, of the lines could be worked by electricity generated at Dight's Falls." This is Mr. Rennick's memo.:—"This scheme would not serve the population nearly so well as the two lines projected by the Department. The city portion has merits which may some day justify its construction. At present it appears to me to be premature. As to electric traction, I have no doubt it is the best for city and suburban passenger traffic, and, in the near future, it may be adopted for all kinds of railway and perhaps road traffic. It will be of vast advantage to the Department if Mr. Fraser, or some other competent engineer, will study the subject in all its branches, and advise when it may be proper to introduce it for our Victorian Railways."

708. What is the date of that?—26th August, 1895.

709. *By the Hon. J. Sternberg.*—Did you go into the question of the cost of construction of this underground railway?—Yes, afterwards—after writing this report I did. For the two lines the cost amounted to close on half-a-million for works alone, without rolling-stock or electric apparatus.

710. Did you make provision for railway stations?—Yes; all stations, tunnels, bridges, purchase of property, and everything but the rolling-stock.

711. How does that work out in comparison to an ordinary steam railway for a similar distance?—There would be practically no difference in the construction; the line, tunnels, and stations would be practically the same for an electric railway as for a steam railway.

712. What provision was there for the power-house?—There was no provision for that in those figures—this was simply for the construction of the line. I had not sufficient data at the time to enable me to make a reliable estimate of the cost of the equipments.

713. Did you find out where you could erect a power-house in connexion with this line?—The estimate was not made for the equipment. Mr. Rennick disapproved of it, so I just dropped it.

714. It is a crude suggestion of yours, without your having submitted facts and figures?—I hardly think the word "crude" applies.

715. Were the facts and figures you submitted based upon certain calculations or crudely put together without arriving at anything definite?—The scheme that I submitted to Mr. Rennick was shown by a plan, a longitudinal section, and all the gradients were shown on it. From this plan and section the estimates were prepared in detail—so many yards of tunnel, so many yards of station, so much earthwork, and so on.

716. Then you had a detail plan submitted which was reliable?—Yes.

717. It was not crude at all?—No.

718. On that plan you did not make provision for a power-house?—I had not estimated the electrical portion; I merely estimated the cost of constructing the line. I had not at the time the materials to enable me to make a reliable estimate as to the cost of the power-house and the electrical apparatus required.

719. *By the Hon. E. Morey.*—Did you not go into the difference of cost between the two systems?—I did not.

720. Did you not show whether it was more or less expensive than a steam railway?—No; I simply pointed out a large number of places where electricity is used successfully where they could have used steam.

721. Still you would have to go into the cost of it?—If the thing had been taken up the cost would have to be gone into. It was hardly worth going into elaborate estimates of the cost when it was sat upon right away.

722. *By the Hon. the Chairman.*—At that time were you aware that the locomotive was practically at an end for suburban traffic?—No, it was not at an end then.

723. Will you read that statement made by Mr. Clapp?—[*handing a paper to the Witness.*]—"I have had no experience in public traffic in the United States. All my experience has been here, both in country and suburban traffic; but in the United States, since they have introduced the cable and electricity as motive powers, it has been proved to the satisfaction of all railway men there that, given similar fares, the locomotive railway cannot compete successfully against the tramway for suburban traffic. So much is that the case that they have ceased building locomotive railways for suburban traffic."

724. Mr. Clapp says the locomotives have ceased to be built for suburban traffic; was your Department aware of that at that time?—He goes on—"Strange to say, while I was sitting here giving evidence yesterday a letter was delivered at my office from a friend of mine in New York, in which he says—'Our Brooklyn railway has been doing very badly for some time, owing to the trolley traffic (that is, the electric car) coming into competition with us.'—(This gentleman is a director of the railway company, and he keeps me well informed of what is going on.)—'So much has it affected our traffic that we have had to put the line into the hands of a receiver.'" I know at that time the railways were feeling the competition with the electric trams very much. I know several lines had gone into the hands of the receiver because of the competition of the street railways.

725. You discussed this and tried to prevail on Mr. Rennick to change his method?—Only so far as I sent in this report, with a large amount of information as to those electric railways.

726. Are you still of the same opinion: that you cannot satisfactorily do tunnel work with steam?—Yes, I am strongly of that opinion; for suburban traffic steam should not be used where there are any tunnels.

727. What is your opinion of the St. Kilda line with regard to using electricity?—I think they would be able to compete much more successfully with the trams if the line were worked by electricity.

728. Would it be more convenient to the public, and in what way?—They would be able to make the trains much shorter, and have a much more frequent service than they have at present; and they would save an immense amount of time in shunting at the ends. On the Port Melbourne line at present, out of fifteen minutes they are six minutes at the terminus, which is 40 per cent. of the total time; that is taken up in

shunting. With electric motor-cars it is not necessary to shunt; they go straight backwards and forwards; by that means you would be able to reduce the amount of the rolling-stock by 40 per cent. and carry the same number of passengers.

729. Do you see any difficulty in immediately experimenting with the St. Kilda line?—I think it would be a pity to make any experiment without getting the very best apparatus, which is being perfected up to date.

730. *By the Hon. J. H. Abbott.*—Would it be a fair experiment as to economy to try one short line when you would have to provide the power-house and all the apparatus for that one short line—would it be likely to be a success?—I believe it would. I think the St. Kilda line has sufficient traffic to enable it to be worked economically from the central station.

731. Was that report of yours prepared for Mr. Rennick at his request?—No. It was volunteered by me.

732. *By the Hon. the Chairman.*—How long have you been in the Railways?—Fifteen years.

733. You knew the St. Kilda line before the trams began to run?—Yes.

734. Have you any idea of the effect of the trams on the railway?—I understand that the traffic was decreased by about 40 per cent. by the competition of the trams.

735. Could we recover that loss?—I do not suppose you could recover the whole of it; but you could recover a portion of it. It is not likely you would recover the whole of it, especially with the St. Kilda line where it is now, unless you extended it through St. Kilda.

736. Is that the only suggestion you could make to recover those losses. Do you think we should immediately proceed to deal with this question of electric traction?—I think it would be very advisable to do so—to have a thorough investigation.

737. On what lines?—I think the St. Kilda and Port Melbourne lines would be the most suitable for starting an experiment. They are practically by themselves. They are not in communication with any other lines, and they are short lines. The saving is greater on a short line than on a long one, on account of the enormous time saved in shunting.

738. You perceive the great disadvantage we are under in running those long trains every morning?—Yes. That is the great advantage of the electrical system, that it enables you to cut the trains into small portions and give a frequent service. The fact that it has been in successful operation in a large number of places proves, I think, that it is only necessary for us to choose the best system, and we could make no mistake.

739. You utterly condemn the applying of steam traction to tunnels; would you apply it to the Collingwood line, where there is a tunnel 400 yards in length. Would you recommend steam on that line?—I think it would be very disagreeable to the passengers to travel through that tunnel with steam. I have been in tunnels in New Zealand which were extremely unpleasant to travel in, though they were not the same length as this one.

740. *By the Hon. J. H. Abbott.*—Would that tunnel be more disagreeable to travel through than those on the main lines?—Yes, on account of the frequency of the trains the tunnel would be continually full of smoke.

741. *By the Hon. the Chairman.*—Is not your first station on the Collingwood line on a cutting, that is the cricket ground station?—Yes.

742. Can you say from memory what the depth of that cutting is?—No; it is about five years since those plans were prepared. Looking at the plans I see that at the first station it is about 16 feet deep.

743. How far will that be from the cricket ground?—About a quarter of a mile, I think.

744. The whole line is only a little over 2 miles?—Yes.

745. Would there be any difficulty at all in adapting electricity to that line as an experiment. What is the end of the Collingwood line?—It is the same level at the end. The one objection I would have to making an experiment on that line is that it is connected with lines that go farther out—you would have to carry it out such a distance—you could not work part with electricity and part with steam.

746. You would have  $5\frac{1}{2}$  miles more to take it to its final destination—is there any difficulty in making all that length electric?—Of course not. There are a number of longer lines than that worked by electricity.

747. In your opinion, which is the best system for the country on that Heidelberg line?—I think myself, from what I have read on the subject, that in order to compete at all successfully with the trams it would be necessary to work this line on the same principle as the trams; you would have to have short trains running at frequent intervals, and collect the fares on the trains, as suggested by Mr. Jones.

748. You would carry it all the way to Heidelberg?—Yes. I think all those suburban lines have not any hope of competing successfully with the street railways unless they are worked in that manner, especially when those trams are worked by electricity, as I expect they will shortly.

749. Your recommendation to the Committee is to make an experiment on the St. Kilda line, but begin at once on the Collingwood line if we mean to complete it?—Yes, judging from what has been done in other parts of the world.

750. What is the depth of the tunnel on the Collingwood line?—It is quite near the surface; there are only about 10 feet above the tunnel to the surface; the rails are 30 feet below the surface.

751. Is it a double tunnel?—Yes.

752. Has it any opening?—No.

753. Then it is almost a necessity to have electric lighting and electric working there?—Yes.

*The witness withdrew.*

*Adjourned.*

## APPENDIX.

## CORRESPONDENCE ORDERED BY THE COMMITTEE TO BE PRINTED.

Guardian Buildings, 63-65 Queen-street,  
Melbourne, 7th December, 1898.

*George H. Jenkins, Esq., Clerk of the Parliaments, Parliament House, Melbourne.*

SIR,

I have the honour to acknowledge the receipt (to hand this morning) of your circular letter of the 5th inst., requesting my attendance at Parliament House to-day at half-past Three o'clock.

I much regret that, owing to the short notice and previous appointments, I must leave for Queensland this afternoon to attend to other important technical matters. I therefore shall be unable to be in attendance before the Select Committee to-day upon such an important subject, but shall be most happy to attend, if desirable, on my return in about a fortnight's time, and give the Committee all technical information in my power relating to the subject-matter of Electric Traction on Railways.

I have the honour to be, Sir,

Your obedient servant,

BENJAMIN DEAKIN, M.I.M.E., M.I.E.E.

*The Hon. D. Melville, M.L.C., Chairman Electric Traction Committee.*

Firenze, Royal Park, 12th December, 1898.

MY DEAR SIR,

Since giving evidence I have learned that the great cable tramway that I saw being laid at enormous expense and in the most massive style in Broadway, New York, in 1892, is now being altered to an electric system. Possibly this is what was referred to in that vague and extraordinary passage you read from the *Scientific American* in my hearing, and which I could make nothing of at the time.

Yours very truly,

W. C. KERNOT.

Parliament House,  
Melbourne, 13th December, 1898.

*Hon. D. Melville, M.L.C., Chairman Electric Traction Committee, Parliament House, Melbourne.*

DEAR SIR,

I beg to bring under your notice the paragraph, page 16, of the inaugural address of the President of the Institution of Civil Engineers (delivered 1st November, 1898), relating to the working of Railways by Electric Traction, and will be glad if you will kindly have it read to your Committee.

Yours faithfully,

A. W. CRAVEN.

*Extract from an Address by William Henry Preece, C.B., F.R.S., President of the Institution of Civil Engineers, 1st November, 1898.*

The employment of electricity in the working of railways has not only been highly beneficent in the security of human life, but it has vastly increased the capacity of a road to carry trains. The underground traffic of the metropolis is conducted with marvellous regularity and security, though the trains are burrowing about in darkness, and following each other with such short intervals of time, that the limit of the line for the number of the trains has been reached. Electric traction is to extend its limit by increasing the acceleration at starting and improving the speed of running. It will also reduce the cost of working per train mile, so that the advent of electricity as a moving agency is certain to prove highly economic.

1898.  
—  
VICTORIA.

---

# REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON

## PERMANENT ARTILLERY APPOINTMENTS;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE, MINUTES OF EVIDENCE, AND  
AN APPENDIX.

---

---

*Ordered by the Legislative Council to be printed, 14th December, 1898.*

---

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE  
LEGISLATIVE COUNCIL.

---

TUESDAY, 25TH OCTOBER, 1898.

7. PERMANENT ARTILLERY APPOINTMENTS.—The Honorable N. Thornley moved, pursuant to amended notice, That a Select Committee be appointed to inquire into and report upon the application of William Skene for appointment as a lieutenant on probation, and the appointments of James Lilley and H. A. Anderson as lieutenants in the Victorian Permanent Artillery; such Committee to consist of the Honorables J. Balfour, S. W. Cooke, W. Knox, W. McCulloch, D. Melville, W. Pearson, W. I. Winter-Irving, and the Mover, with power to send for persons, papers, and records; three to be the quorum.  
Debate ensued.  
Question—put and resolved in the affirmative.

## REPORT.

---

THE SELECT COMMITTEE appointed by your Honorable House on the 25th October, 1898, "To inquire into and report upon the application of William Skene for appointment as a Lieutenant on probation, and the appointments of James Lilley and H. A. Anderson as Lieutenants in the Victorian Permanent Artillery," have the honour to report as follows:—

Your Committee have heard the evidence of the Military Commandant, the Secretary for Defence, and the Staff Officer of Artillery, and have arrived at the following conclusions:—

1. That a vacancy occurred in the position of Lieutenant in the Victorian Permanent Artillery, the date of which is not given by the Defence Department.
2. That Mr. Skene was an applicant for this position in February, 1897, also Lieutenant Lilley on the 15th April, 1897, and that there was another application which was not approved.
3. That Mr. Skene had been a Lieutenant in the Cadet Force, but at the time of his application he had resigned, and was informed that before he could qualify for the position he must serve twelve months with the Garrison Artillery.
4. That Mr. Skene was informed on the 11th December, 1897, he could present himself for the qualifying examination, he at this time having served seven months in the Garrison Artillery.
5. That on the 23rd December, 1897, one day after Lieutenant Lilley's last application, Mr. Skene was informed that he could attend the examination, but must not apply for the vacancy.
6. That Mr. Skene wished to attend this examination in compliance with the terms of this letter, but was not allowed to do so.
7. That Lieutenant Lilley was at the time of this application barred by the Regulations, as he was some nine months over the regulation age of 25 years, but this difficulty was overcome by the Defence Department altering the Regulations by extending the age limit to 27 years for this vacancy only, on the recommendation of the Commandant, Sir Charles Holled Smith, who informed the Secretary of Defence that there were no other applicants.
8. That within a space of five months it was found necessary to again change the regulation age, this time altering the age to 22 years.
9. That this last alteration in the Regulations was made on the 18th of June, 1898, and exactly two days before Mr. Skene could complete his twelve months' service in the Garrison Artillery as required.
10. That this last alteration of the Regulations completely shut Mr. Skene out from applying, unless the Regulations were again altered.
11. That the Commandant, Sir Charles Holled Smith, informed your Committee of a clause which was drafted and should have appeared in General Orders (altering the age limit to 22 years), which would have protected Mr. Skene's interest, but, for some reason unexplained, this clause was never printed.

12. That Lieutenant Lilley failed to pass his examination, but was given a pass in the first paper, with leave to be re-examined in the first week in June last in the subjects he had failed in.

13. That Colonel Bingham informed your Committee that Lieut.-Col. Umphelby had asked for an extension of time with regard to Lieutenant Lilley's examination.

14. That Lieutenant Lilley's appointment was probationary subject to his being examined within six months.

15. That such examination has not been held.

16. That the probationary term has not been extended.

17. That Messrs. Skene and Lilley were both applicants for the position of Lieutenant in the Victorian Permanent Artillery, but that in the case of Mr. Skene's application the Regulations were most strictly read, and, as finally altered, excluded him altogether.

18. That in Lieutenant Lilley's application the alterations were in two instances altered to suit the candidate. Firstly, with regard to the age limit; secondly, with regard to the examination.

13th December, 1898.

▼

## PROCEEDINGS OF THE COMMITTEE.

---

WEDNESDAY, 23<sup>RD</sup> NOVEMBER, 1898.

*Members present:*

The Hon. J. Balfour  
S. W. Cooke  
W. Knox

The Hon. N. Thornley  
W. I. Winter-Irving.

The Hon. N. Thornley was called to the Chair.

*Ordered*—That the Secretary for Defence and the Military Commandant be called as witnesses.  
The Committee adjourned until Monday next, at half-past Two o'clock.

---

MONDAY, 28<sup>TH</sup> NOVEMBER, 1898.

*Members present:*

The Hon. N. THORNLEY, in the Chair ;

The Hon. J. Balfour  
S. W. Cooke

The Hon. W. Knox  
W. I. Winter-Irving.

Robert Muirhead Collins examined by the Committee.

The Hon. W. I. Winter-Irving here entered the room and took his seat.

Examination of witness continued.

The Hon. J. Balfour here entered the room and took his seat.

Examination of witness continued.

Sir Charles Holled Smith examined by the Committee.

Robert Muirhead Collins further examined by the Committee.

The Committee adjourned until Wednesday next, at Eleven o'clock.

---

WEDNESDAY, 30<sup>TH</sup> NOVEMBER, 1898.

*Members present:*

The Hon. N. THORNLEY, in the Chair ;

The Hon. J. Balfour  
S. W. Cooke  
W. Knox

The Hon. D. Melville  
W. Pearson  
W. I. Winter-Irving.

Sir Charles Holled Smith further examined by the Committee.

Edmund George Henry Bingham examined by the Committee.

The Committee adjourned.

---

TUESDAY, 13<sup>TH</sup> DECEMBER, 1898.

*Members present:*

The Hon. N. THORNLEY, in the Chair ;

The Hon. S. W. Cooke  
W. Knox

The Hon. W. I. Winter-Irving.

The Chairman submitted the Draft Report, which was considered and amended.

*Ordered*—That the Chairman report to the Council.

The Committee adjourned.

---



---

---

MINUTES OF EVIDENCE.

---

---

## LIST OF WITNESSES.

---

	Page
Robert M. Collins ... ..	... 1, 5, 11
Sir Charles Holled Smith ... ..	... 1, 7
Colonel Edmund George Henry Bingham ... ..	... 8

# MINUTES OF EVIDENCE.

MONDAY, 28TH NOVEMBER, 1898.

*Members present :*

The Hon. N. THORNLEY, in the Chair ;

The Hon. W. KNOX,

The Hon. S. Winter Cooke,

The Hon. W. I. Winter-Irving,

The Hon. J. Balfour.

Robert M. Collins, examined.

1. *By the Hon. the Chairman.*—What are you?—Secretary for Defence.
2. When did the vacancy in the Victorian Permanent Artillery to which Lieutenant Lilley has been appointed arise?—The vacancy has been existing for some considerable time ; the papers do not disclose how long.
3. What was the vacancy for?—A lieutenant.
4. What are the qualifications for the position?—Under the regulations in force at the time the vacancy occurred candidates had to have at least twelve months' service in the military forces of the colony, to have attended one Easter training, and to be between the ages of 19 and 28 at the time of the first examination, and thereafter between the ages of 19 and 25.
5. *By the Hon. W. Knox.*—What is the date of those regulations?—They were in force up to the 14th of June, 1898, I think. Under those regulations the limit for the first examination was 19 to 28 ; for any succeeding examination the limit was 19 to 25.
6. It was a permanent reduction to 25?—Yes.
7. *By the Hon. the Chairman.*—Prior to June, 1898, was there a regulation making the age less than 28?—No, not prior to that. Then they had to pass the doctor and pass a certain qualifying literary examination.
8. *By the Hon. W. Knox.*—Is the regulation fixing the limits between 19 and 25 now in force?—No, the new regulation is 22—that is an Order in Council of the 14th June, 1898.
9. *By the Hon. S. Winter Cooke.*—Was any time fixed when the first examination should take place?—No ; I think the first examination had already taken place, and the age was afterwards from 19 to 25.
10. The first examination must take place within a certain time?—There was no time stated.
11. If there had been no examination up to the present, what would be the result?—Then the limit of age would stand within the reading of the regulation.
12. *By the Hon. the Chairman.*—In these papers there is an application by William Skene, on the 21st March—is his history disclosed in the papers?—He submitted his name as a candidate for a commission in the Victorian Permanent Artillery on the 25th February, 1897. That was an application to the Assistant Adjutant-General. Mr. Skene was informed, by order of the Military Commandant, that he was ineligible.
13. What was the date when he was entered as a candidate for a commission? He was appointed to the Garrison Artillery on the 20th June, 1897. That would be the date when he was gazetted and when his service would start.
14. Is there any record in these papers as to when he attended the Easter encampment?—No.
15. Is there anything to show that he passed his probationary examination?—No, not on these papers. There is a minute here of his leaving the Geelong Grammar School Cadet Corps. He left the corps on the 1st July, 1894, and his rank as acting-lieutenant then terminated.

*The witness withdrew.*

Sir Charles Holved Smith, examined.

16. *By the Hon. the Chairman.*—What are you?—Major-General in the Imperial Army and Commandant of the military forces of the colony.
17. Have you the history of Mr. Skene's application?—Yes, I have a précis here.
18. Do you know anything of the position Mr. Skene held prior to his application?—He was in the Cadets, but he had left—he no longer held a commission in the forces.
19. When did he apply to come into the force?—He submitted his name as a candidate for a commission in the V.P.A. on the 25th February, 1897.
20. What happened afterwards?—This letter was sent :—“Melbourne, 15th March, 1897. From the A.A.G. to W. Skene, Esq., 130 Chapel-street, St. Kilda. Sir,—With reference to your letter dated 25th ultimo, submitting name as a candidate for a commission in the V.P.A., I have the honour, by direction of the Commandant, to inform you that the regulations provide that every applicant shall be an officer of the military forces of the colony, and, as it appears you have not been a member of the force since 1st July, 1894, he regrets that you are ineligible. I have the honour, &c. (Sd.) J. C. Hoad, Lt.-Col., A.A.G.”
21. What was the date when he entered as a candidate for a commission?—20th March, 1897.
22. Did he attend any encampment?—He was appointed lieutenant, on probation, to the Garrison Artillery on the 20th June, 1897 ; that was confirmed 20th December, 1897. Up to that date he had not attended any encampment as an officer.
23. On the 10th December, 1897, a letter is sent to him informing him that he can present himself for examination?—There is a letter on the 22nd December, from the S.O.A.—“Referring to the application

of Lieut. W. Skene for the vacancy in the V.P.A., he is distinctly to understand that although he is to be allowed to present himself at the qualifying examination to be held some time next month, he cannot apply for a vacancy until he has sufficient length of service, as laid down in regulations."

24. When was the examination held?—I cannot say.

25. What was the limit of age at that date?—Twenty-five up to June, 1898.

26. The maximum age of 25 was then altered?—Yes, to 22.

27. Was there not an alteration from 25 to 27?—I recommended, as a special case, as there was no other candidate qualified for this vacancy, that the age should be 27, to bring Lieutenant Lilley under the age.

28. *By the Hon. W. I. Winter-Irving.*—It was discretionary with you?—I recommended it to the Minister.

29. *By the Hon. the Chairman.*—That was an alteration of the regulation?—The regulation was not altered. The vacancy had been open for twelve months, and we were very much in want of an officer, and in order to get an officer I recommended that the age should be increased for one year. Lieutenant Lilley was only two months over the age when he applied for the position.

30. Side by side with Mr. Lilley's application you had Mr. Skene's application; he was serving the probationary field experience?—When we want to fill a vacancy, we publish an order that all candidates wishing to compete must send their names in. In reply to last G.O. the only person who sent in his name was Lieutenant Lilley. Lieutenant Skene at that time was not eligible.

31. Mr. Lilley was not eligible?—No, he was over age; but he had been in the force a considerable number of years—he had attended the corps at Queenscliff. Mr. Skene was not a member of the force.

32. At this time I understand Mr. Skene was complying with the regulations by going into the field; you have a regulation compelling twelve months' experience in the field?—Yes, but he had not completed it.

33. Was not he serving this probation?—Yes, he was on probation.

34. How much of that probation had he served when it became an urgent necessity to make the appointment?—About seven months.

35. Can you say whether Mr. Skene had been informed that he could present himself for examination?—I cannot say.

36. Is it within your knowledge that he was informed that, although he could present himself for examination, he must not apply for a vacancy?—That was on the 10th December, 1897. He was afterwards told he could not because he had not qualified himself.

37. Mr. Skene, who is an applicant, is informed that he must comply strictly with the regulations, and Mr. Lilley, who is also an applicant, has the regulations set aside for him?—They were modified.

38. In the one case the regulations are strictly adhered to, and in the other case they are not?—No, we sought to modify them. We wanted to get an officer in the force quickly. Mr. Lilley had been several years in the militia, and was an officer of some considerable knowledge of artillery work, which Mr. Skene was not; he was a recruit.

39. Is it not within your knowledge that Mr. Skene was a cadet in a public school?—That would hardly give him any knowledge of artillery work.

40. *By the Hon. W. Knox.*—That really was the basis of Mr. Lilley's appointment?—Yes, he had been several years in the Horse Artillery doing artillery work; Mr. Skene was a recruit; service in the Cadets would not teach him any artillery work whatever.

41. You do not consider service in the Cadets is of any use?—No use at all in the Artillery.

42. *By the Hon. S. Winter Cooke.*—How many years was Mr. Lilley in the force?—From the 1st September, 1891, until the battery was broken up.

43. What was his position in the Artillery at that time?—A lieutenant in the Field Artillery.

44. How long was he a lieutenant?—From 1891, so practically he had been seven years an officer in the artillery force.

45. When was the battery disbanded?—About June, 1897. He went to the Field Artillery after the Rupertswood Battery was disbanded.

46. *By the Hon. W. Knox.*—He would have to pass an examination to attain that position?—Yes, he had passed.

47. *By the Hon. the Chairman.*—That was really your reason for altering the regulation in the one case, and shutting the other applicant out?—Yes, undoubtedly—Mr. Skene was really a recruit. Mr. Lilley had been eight years in the force already.

48. You have said there was no other application—was not Mr. Skene an applicant?—He was not qualified. Mr. Lilley was an officer; Mr. Skene was not. One of the conditions precedent was that candidates should have served at least twelve months as an officer in the military forces of the colony, and attended at least one Easter training. I cannot say if Mr. Skene had attended an Easter training.

49. Do you know if Mr. Lilley has?—Yes, he has attended several.

50. Lieutenant Lilley, after his appointment, had to pass an examination?—Yes.

51. Did he do so?—No, he failed in certain subjects. He failed in trigonometry, mensuration, hydrostatics, and mechanics. My recommendation is—"Recommended that this officer be appointed to the V.P.A. on probation for six months, and that subjects mentioned in S.O.A.'s minute be included in the future examination, this being treated as a special recommendation in view of the vacancy being so long unfilled."

52. You first alter the age—do I understand that you also propose to set aside the literary examination?—We must have an officer.

53. Did you propose to do so or not?—This vacancy has been going on for eighteen months, and an officer was urgently required to fill it.

54. Did you intend to set aside the examination?—The examination was not set aside, it was postponed. This is Colonel Bingham's recommendation—"I recommend that Lieut. Lilley be considered as having 'qualified' in the first papers, and that he be re-examined in trigonometry, mensuration, hydrostatics, and mechanics within a reasonable time, say, first week in June. I would also venture to recommend that more questions be asked in each subject, so as to give the candidate greater scope of showing his knowledge of the subjects." That is dated 25.4.98.

55. Did he pass in June?—No, he has not been up yet.
56. Why not?—He is going up in about a fortnight for his examination. The papers have been set; they were set at the Education Department.
57. Does he go through the whole of the subjects again?—No, only the ones he failed in.
58. Is that the usual practice in the military forces?—It is done in the Imperial army.
59. Has it been done here before within your own knowledge?—Mr. Lilley qualified in the literary examination, but if there had been any competition he would have had to go up in the extra subjects. The regulation says—"In addition to the foregoing, candidates are required to compete, or, if there is not more than one candidate, to qualify in the following subjects: plane trigonometry, mensuration, hydrostatics, and mechanics." He has passed in the qualifying literary subjects, but these other subjects were held over. He passed in mathematics, arithmetic, Euclid, algebra, French, or some modern language, reading English correctly, English composition, and the elements of geometrical drawing, but in those other subjects Colonel Bingham considered he had not done sufficiently well, and that he should have another try.
60. Has that practice been followed in any other case within your own knowledge?—No.
61. Has that been the practice followed in the Imperial Army?—Yes, they are allowed to go up again.
62. Would he be appointed in the face of this failure?—Yes, Lieutenant Landale went up and failed in writing, and they allowed him to go up again.
63. Would the Imperial authorities appoint a candidate who failed to pass the examination?—No, not until he had another try.
64. In this case the Imperial practice was departed from?—Yes.
65. Coming back to the question of age, you attach great weight to the fact that this vacancy had been unfilled. Did you advertise in any way or gazette the fact that the age would be altered so as to give other applicants the information?—Yes, it was done by General Orders. On the 3rd December, 1897, there was a General Order that a vacancy existed in the Victorian Permanent Artillery for one officer.
66. Were the conditions attached?—No, they are referred to the regulations.
67. The regulations set out the age as being 25?—There was another General Order, 27th January, 1898:—"With reference to paragraph 4, G.O. 104/97, calling for applications from officers desirous of being appointed to the Victorian Permanent Artillery in accordance with Part 1, section 2, sub-section (2), Victorian Military Regulations, it is notified for information that the time for receiving applications has been extended until the 26th February prox., and that the limit of age for this vacancy only has been fixed at 27 years."
68. How long would candidates have an opportunity of coming in under that General Order?—I cannot say, probably about three weeks or a month.
69. Supposing any other applicants had applied, what would have been done?—They would have been permitted to go up most undoubtedly.
70. You mean the regulations were suspended for that particular appointment?—Yes, we could not have kept them out.
71. *By the Hon. W. Knox.*—You did not desire to keep any one out?—No, of course not.
72. *By the Hon. the Chairman.*—You have now reduced the age to 22?—Yes.
73. Why did you do that?—This is the recommendation of the Staff Officer of Artillery:—"I think it desirable that no candidate should be over 22 years of age." The reason of that is if we can get young officers, we would very much sooner do so than ones of a greater age, they are more amenable to discipline. It is not found to work well to put an officer who has very little discipline into the Permanent Artillery under officers junior to himself. That was why it was thought advisable to reduce the age of officers joining the V.P.A.
74. *By the Hon. S. Winter Cooke.*—By making that alteration did you exclude Mr. Skene?—There is no doubt that if a vacancy existed Mr. Skene would have favorable consideration.
75. Did that alteration to 22 exclude him?—Yes, but I have no doubt that on my recommendation the Minister would have allowed him to go up, or we could have arranged for him to go up.
76. *By the Hon. the Chairman.*—As a matter of fact, you had appointed him on probationary service in the field, and he was completing that under your regulations, when you altered the age, shutting him out two months before he had complied with the regulations?—Yes, but I have not the slightest doubt that the Minister, on my recommendation, if there had been a vacancy, would have allowed him to compete.
77. The regulations seem to be more honoured in the breach than in the observance?—It is extremely difficult to get officers under the system here—you never know when there is going to be a vacancy.
78. *By the Hon. S. Winter Cooke.*—Do you know whether there were any other officers besides Mr. Skene doing this probationary period who were excluded by these regulations?—I do not know of any other probationary officers. Mr. Skene was the only officer who had not finished his time.
79. *By the Hon. W. I. Winter-Irving.*—No similar appointment has taken place since then?—No; it is very rarely that we have a vacancy in the V.P.A.
80. *By the Hon. the Chairman.*—How long had this vacancy been unfilled?—Eighteen months; we cannot afford not to have an officer for that time. It is to the advantage of the force to get an officer, when we do get one, who is trained to a considerable extent, so that he may go into harness at once.
81. That is not the Imperial practice?—No, but we do not serve under the same conditions; there they have examinations twice a year, and it is known that there will be a certain number of vacancies every year.
82. Have you ever made any appointments to your corps where service in the field has not been complied with?—I do not know of any.
83. Did Lieutenant Herbert Anderson comply with that condition?—Yes, I think he complied with everything necessary, and passed all his examinations.
84. Did he serve twelve months in the field?—He was two days under, but he had previously served as an officer in the Cadets for some months with a commission; he had never left the service.
85. That is precisely the case with Mr. Skene?—No, Mr. Skene had left the service altogether.

86. You say it is important to get experience, and you say the reason why the regulations were set aside in Mr. Anderson's case, was because he had been a lieutenant in the Cadets—so had Mr. Skene?—Mr. Skene had left the Cadets; he was not even a member of the force.

87. You appointed Mr. Anderson who had not served the twelve months?—He was two days under, but his service was continuous—he had never left the Cadets.

88. *By the Hon. J. Balfour.*—The service in the Cadets does not count?—He had twelve months all but two days in the Militia, not in the Cadets.

89. He had not got his certificate that he had served his twelve months?—No, he was two days short, but he had never left the Cadets.

90. That had nothing to do with the Artillery?—No, but he was only two days short.

91. *By the Hon. W. I. Winter-Irving.*—Mr. Skene leaving the Cadets did not make him ineligible for this appointment?—Yes, it finished his connexion with the force altogether—he was a civilian.

92. He was ineligible for the position you wished Mr. Lilley to fill?—Yes.

93. *By the Hon. the Chairman.*—So was Mr. Anderson, under that regulation?—He was eligible; he was an officer in the forces—he came straight from the Cadets into the Militia.

94. Can you point to any regulation providing that service in the Cadets shall dispense with twelve months' service in the field?—The regulation says that appointments to the Victorian Permanent Artillery and Victorian Engineers will be granted to officers of the military forces of the colony, under the conditions hereinafter prescribed, as to age, and so on. The Cadets are considered to be under the military forces of the colony.

95. Does cadet service rank as service in the field?—It is service in the military forces.

96. The regulation says there shall be twelve months' service in the field; either the regulation should be observed, or it should be done away with?—There is no regulation as to that.

97. Then how can you shut out Mr. Skene?—He was not eligible; he was not a member of the forces at all in any capacity.

98. You informed Mr. Anderson that before he could go up to the examination he would require to qualify by twelve months' service, not necessarily as an officer of the Garrison Artillery; if it was not necessary in his case why was he sent into the field for eleven months and twenty-eight days?—There was no necessity.

99. Then it was a mistake his having been made to do that?—Yes, I suppose it was; it was making his conditions harder.

100. It was unnecessary?—No, it was an excellent thing; we like to know something about an officer in the twelve months. I take it that is why they have the twelve months to serve.

101. Is that regulation made by you?—No, by the Cabinet in Council.

102. Was it made since you have been Commandant?—No, it is an old regulation, prior to my time; it was made in 1893.

103. *By the Hon. W. Knox.*—What were the respective services of Messrs. Skene and Anderson?—Mr. Skene was a candidate for a commission on the 26th March, 1897, appointed lieutenant on probation, Garrison Artillery Militia, 20th June, 1897; appointment confirmed, 20th December, 1897. Mr. Anderson was a lieutenant on probation, for Militia, 19th July, 1895, confirmed, 19th January, 1896; lieutenant for Victorian Permanent Artillery, 17th July, 1896, confirmed, 16th January, 1897.

104. I understand there is a difficulty in filling up vacancies?—Extreme difficulty. You have not the men available at the time; you never know when there is going to be a vacancy, and when a vacancy does occur you must take the best steps you can to fill it with the most suitable man.

105. *By the Hon. W. I. Winter-Irving.*—You think it is left to your discretion to choose the best man?—Not exactly that, but I have the discretion of refusing a man that I do not think suitable.

106. *By the Hon. J. Balfour.*—Do I understand that the service must be continuous for twelve months?—Yes.

107. Is a certificate granted before the man is gazetted?—He is then put in orders.

108. Do you require a certificate of the twelve months' service?—Yes.

109. It is known by the records in the books?—By the records in his corps.

110. *By the Hon. the Chairman.*—You have a discretion in the case of evil report?—If there is anything I know against an officer.

111. Do you know anything against Mr. Skene?—No; I do not even know him.

112. Then how are you able to discriminate between Mr. Skene and another man?—We should watch him during his twelve months' service; that would give us the opportunity of knowing what an officer was like.

113. What has happened in the case of Mr. Lilley might happen again—do you contemplate making any alterations to save you the necessity of setting your own regulations on one side?—It is a thing you cannot very well help at times; you very often have to make a regulation to suit a particular case.

114. In this case two regulations have been set at naught?—It was my desire to fill the vacancy as soon as possible. Mr. Lilley has been in the force a good number of years, and we know he was a most suitable officer; he was known well by his commanding officer, and highly recommended, and he was an officer who had taken considerable trouble to pass courses down at Queenscliff with the Permanent Artillery.

115. Who was his commanding officer?—Lieut.-Colonel Umphelby.

116. On what ground did Lieut.-Colonel Umphelby recommend him to you?—He did not recommend him to me; Colonel Kelly was his commanding officer in the Field Artillery. We do not accept any candidate for the Permanent Artillery without a strong recommendation from the officer commanding his corps—that is how it is first started.

117. You are aware that when he made his application he was informed that he was over age and could not present himself?—Yes, he was two months over age, but no one else made an application.

118. Subsequently he sent in another application, and that was forwarded by Major Umphelby?—It is recommended by the officer.

119. On what ground did Major Umphelby recommend it?—He knew Mr. Lilley, because he had previously been under him in the course at Queenscliff.

120. Do you know that his recommendation was not that he had been a good officer in the Artillery force, but that he had been an excellent man at a fire?—I put my foot down on that report of the fire; I said it had nothing to do with the matter at all—his conduct at the fire was not considered at all.

121. There is no mention in that recommendation of his other qualifications as an officer of experience?—I think so; it says—"He is strongly recommended for the appointment by his commanding officer and also by Lieut.-Colonel Umphelby."

122. There is nothing about his service?—That, of course, relates to his qualifications as an officer.

123. Who is his commanding officer?—Colonel Kelly; he came from the Field Artillery to the Permanent Artillery. Colonel Kelly strongly recommended him, and Colonel Umphelby also. The officer he is going to has a say in the matter, too.

124. Colonel Umphelby's recommendation is because he put out the fire?—I think that was only brought forward as an extra reason for his getting a commission, but I put my foot on that. I would not entertain it, and I did not make any mention of it in the letter I wrote to the Minister.

125. *By the Hon. J. Balfour.*—It is rather unfortunate, is it not, that Mr. Skene is first of all prevented from applying, because he has not served time, and when he is about to serve the time the age is altered so as to prevent his getting on any further?—I think that could be made a special case. I may say that Colonel Bingham was very anxious to get Mr. Skene into the Artillery. This is a paragraph that should have been put into the regulations; I do not know why it was not—"This regulation shall not, if the Commandant so determine, apply to any candidate whose application was received prior to the 1st December, 1897." I do not know why that was left out; I know it was my intention to put it in. It must have been missed by the Staff Officer in mistake when he submitted the draft to go before the Council of Defence. There is no difficulty in rectifying that now.

126. *By the Hon. the Chairman.*—The time has gone past?—No, if there is any further vacancy it would suit. It is very important to remember that Mr. Skene was in no way connected with the force, whereas Mr. Lilley had been six or seven years in the force already.

127. His only disability being that he was over age?—That was all—he was two months over age when he applied.

128. The only other disability was that he failed to pass the examination, and has not passed it yet?—There were certain subjects he did not pass in. The paper is set now—he goes up next Thursday.

*The witness withdrew.*

Robert M. Collins, further examined.

129. *By the Hon. the Chairman.*—Having heard the evidence of the General, have you anything to add?—No.

130. When the General proposed a suspension of the regulation as to age, you wrote to the Minister, and the Minister sent your minute on?—Yes.

131. What is your impression as to the effect of such an alteration in the age?—The only reason for the minute was that, as the General Order then stood, officers who were over age would not have applied; Mr. Lilley would have been the only one who applied, and after the examination had taken place we might have had officers coming up and saying—"If I had known the age was going to be extended I would have applied."

132. Has it been the practice of your Department to alter these regulations?—The appointments in the Permanent Force have been very few; it was only during General Tulloch's time that any regulations were introduced in regard to them. I do not think there have been any cases of altering the regulations, except this one.

133. It appears they were altered in General Tulloch's time in Mr. Anderson's case?—They were not altered; I think Mr. Anderson was within the regulations. The regulations say you are to have served as an officer of the military forces for twelve months; Mr. Anderson had been an officer of the Cadets, as well as in the permanent forces.

134. *By the Hon. W. Knox.*—Do you regard the Cadets as a portion of the forces?—It would be a question whether the regulations would not be strained, but undoubtedly the Commandant took that view.

135. Do you consider it a straining of the regulations?—I consider an officer of the Cadets should have his time counted.

136. Then how is it to be considered a straining?—It would be a question of the strict interpretation of the regulations. It says candidates will be required to serve at least twelve months with the military forces of the colony; if the words "military forces" legally cover the Cadets, it would be technically correct to count the service in the Cadets, but whether that was the intention of General Tulloch in making that regulation I do not know.

137. *By the Hon. S. Winter Cooke.*—Do they come under the Discipline Act?—They serve under Part III. of the Discipline Act—the Volunteer part.

138. *By the Hon. J. Balfour.*—What proof have you of the continuous twelve months' service?—I do not think this regulation would at all debar a person from applying who had not continuous service. There are two conditions—one that the candidate at the time of applying must be a member of the forces, and the other that he must have twelve months' service as an officer. He must also have put in an Easter training.

139. If Mr. Skene had been an officer at the time he was qualified?—But at the time of the application he was not a member of the forces.

140. If he had been in the force at that time his service would have been quite sufficient?—I consider it would have come within the meaning of the regulation.

141. What proof have you of the twelve months' service when a man is gazetted?—The position of the Department hitherto has been that we absolutely and entirely trust to the Commandant's recommendation. He brings up an Order in Council recommending that a man be appointed, and the Minister assumes that the Commandant makes the recommendation within the regulations. The papers dealing with the appointment come up at the time the General makes the recommendation, but they are not examined in my office; his recommendation is considered sufficient to insure that all the requirements have been complied with.

142. *By the Hon. S. Winter Cooke.*—What drew your attention to this particular case?—They ask a definite question; they ask to extend the age. The General Order took no notice of the age, and it was plain that people would not present themselves who might otherwise do so.

143. *By the Hon. J. Balfour.*—The addition the General pointed out he had made to the draft regulations did not come before you?—No; it never came to my office; it must have been an oversight in the General's office.

144. If that had been added it would have taken away one of the objections?—Yes.

145. *By the Hon. W. I. Winter-Irving.*—According to the General's view, Mr. Skene was a civilian?—At the time of his application. He had ceased to belong to the Cadets since 1894. He was not in the force at the time of his application.

146. *By the Hon. J. Balfour.*—Do they not generally retire from the Cadets when they leave school?—A great many go straight from the Cadets to the Militia, and there is a regulation to encourage that, that any officer who has served on probation not less than six months with a Cadet corps may be appointed to a commission on probation in the Militia, on the recommendation of the Commandant.

147. *By the Hon. W. I. Winter-Irving.*—Can he make an application of that kind at any time after he has been in the Cadets, after having retired for some years?—I suppose if he had been out for some time it would influence the Commandant. He is only entitled to it on the recommendation of the Commandant, and he has no other *locus standi*.

148. *By the Hon. the Chairman.*—In this particular case two regulations appear to have been ignored, as to his age and his examination?—Yes. He cannot be now confirmed except by a dispensing Order in Council, which, if he succeeds in passing the examination, will be presented.

149. Colonel Bingham said he should come up in June for examination. This is November, and he has not been up yet. How long do you keep men on probation when they have failed to comply with the regulations?—Under the regulations they can have six months' probation, which may be extended for a further period.

150. Has it been extended?—No; I do not think so. I do not think there is any Order in Council.

151. If there is no Order in Council he is really out of the service?—No, I do not think so, because the Order in Council appointing him on probation, if it does not specify six months, does not put him out at the end of that time.

152. Is it the usual practice to specify six months in the Order in Council?—No, there is simply the notification that the officer is appointed on probation.

153. If there is no limit of time he might go on from year to year?—The regulation says the successful candidate will be appointed for six months, and must, at the end of that time, pass an examination in military subjects with a literary examination; there is no extension at all. If he does not pass he is supposed to be out of it, but the Commandant recommended that the regulations as to age should be suspended.

154. *By the Hon. J. Balfour.*—Has he not to come up in the literary examination again?—Yes. The papers are now with the Commandant.

155. You say the regulations are practically dispensed with?—If the regulations were strictly enforced when he failed to pass the examination he could not have been appointed, but the Commandant recommended that he should be re-examined in the portion of the literary examination in which he failed, and that re-examination is going to take place now.

156. *By the Hon. the Chairman.*—Suppose he fails, what will be the consequence?—Unless the Commandant recommends that he shall be appointed he is out of it; he has not complied with the conditions. In this matter of artillery appointments the Artillery Staff Officer would be the one to recommend.

157. Out of ten subjects he passed only in four?—Yes, probably so.

158. You do not know why he did not come up in the six months?—No.

159. It was not his fault the paper was not set?—There was a little delay in the papers being set—the Education Department set the papers. There was perhaps a week or a couple of weeks' delay in setting the papers after the Commandant asked for them.

160. Does the Education Department always set them?—No; that has been done since the Commandant came out. He thought it was a good thing for the Education Department to set them.

161. Who set them before?—I think one of the staff.

162. At present the appointment is entirely in the Commandant's hands?—We shall have to submit the Order in Council approving of the course in both alterations.

163. *By the Hon. J. Balfour.*—Even if he does not pass he is not out of the force?—If he does not pass he is still a lieutenant in the forces, but he is not attached to the Field Artillery Brigade at present.

164. *By the Hon. W. Knox.*—You admit there has been a variation in the regulation which has worked adversely to the application of Skene?—Yes.

165. *By the Hon. S. Winter Cooke.*—That saving clause was not put in?—No; it did not come up to the Department.

166. *By the Hon. J. Balfour.*—Mr. Skene has passed his whole probation?—Yes; he was confirmed in December.

167. He has passed his examination for the Militia?—Yes.

168. Not for the Permanent Artillery?—No, I do not think he presented himself for the Permanent Artillery.

169. He would have to pass the examination now, and the age would have to be altered before he could get an appointment?—Yes. If that modifying clause were passed by the Council he would be eligible as far as age goes.

170. *By the Hon. the Chairman.*—But there is no appointment vacant?—No, not until the Government agree to increase the number of officers in the Permanent Artillery, which the Commandant is pressing for.

171. Do you think those regulations are necessary?—Yes, I think it is absolutely necessary there should be regulations.

172. I mean those particular ones; is it a necessity that the age should be 22?—It is for the Commandant to judge of that. He is the only officer who knows whether there is a difficulty in getting candidates. None of the applications have to do with my office—the Commandant is responsible for the appointment and promotion of all officers.

173. *By the Hon. W. I. Winter-Irving.*—It is done upon his recommendation?—Yes, his recommendations for appointment and promotion, although they are submitted to the Council of Defence, are practically never interfered with.

*The witness withdrew.*

*Adjourned to Wednesday next, at Eleven o'clock.*

WEDNESDAY, 30TH NOVEMBER, 1898.

*Members present:*

The Hon. N. THORNLEY, in the Chair;	
The Hon. J. Balfour,	The Hon. W. I. Winter-Irving,
The Hon. D. Melville,	The Hon. S. Winter Cooke,
The Hon. W. Knox,	The Hon. W. Pearson.

Sir Charles Holled Smith, further examined.

174. *By the Hon. the Chairman.*—I notice in looking over the papers that in making the recommendation to the Minister you attached that paper relating to putting out fires. You emphasized in giving your evidence that you attached no importance to it?—I was under the impression that it had not been attached, I made no note of it; I only completed the file. I say—"No other applications have been made, and as Lieutenant Lilley is very little over age and is a very desirable officer, I think this might be made an exception. I attach a report from the fire brigade." I made no special mention of it.

175. I also can find no reference anywhere to what you rely upon in making this appointment. It is not suggested that this gentleman should be appointed because he was an artilleryman?—I do not think it was necessary for me to say anything about it; that was for me to judge, the Minister would know nothing about that at all. I recommended him. It would be very little use for me to go into his professional capabilities with the Minister of Defence.

176. You evidently attached importance to the fire?—None whatever. I simply attached the report, and made no remarks on it whatever.

177. What was the object of attaching it?—It simply completed the file; it had been forwarded in connexion with the case.

178. Can you give us any information as to whose fault it was that that saving clause was not attached?—No.

179. You say there were no other applications for this appointment?—No other applications that I could entertain. There was one by Lieutenant Johnstone, who applied for it some time ago, but I did not consider him suitable for the appointment.

180. On Monday you said you have the right to stop an application?—Yes, if I do not consider the candidate desirable.

181. *By the Hon. D. Melville.*—Is there no reason given when you stop an application; suppose the applicant has educated himself, and has gone through all that is required by you?—We should not stop him unless we had some very good reason.

182. Do they not ask the reason—do they accept the decision?—They may question it if they like, but the regulation says—"No officer may be an applicant for any appointment unless he is in the opinion of his commanding officer in all respects a fit and proper person for the appointment, and has at the date of his application served so many months," and so on. An officer's name would not come up to me unless he was recommended—his application might be forwarded, but he would not be recommended.

183. A mere word from some one above him knocks him out, and he will never know why?—He can ask the reason, of course, but I expect he probably knows the reasons—it would be something pretty strong for a man not to be recommended.

184. *By the Hon. S. Winter Cooke.*—But there is no appeal from your decision?—None whatever.

185. *By the Hon. J. Balfour.*—It is the commanding officer who recommends or does not recommend to you?—He would recommend to me. I should probably go by his recommendation almost entirely.

186. *By the Hon. W. I. Winter-Irving.*—You have quite discretionary power in the appointment?—Yes, in the recommendation.

187. *By the Hon. the Chairman.*—Is it discretionary about giving the reason; suppose A applies for an appointment and hears no more about it, and writes to know if his application has been dealt with, do you give him any reason for his application not being entertained?—I might or I might not. It is within my own discretion.

188. *By the Hon. D. Melville.*—A man might fit himself in every way and not attain the position?—There is not very much about the fitness, because they never know when an appointment is going. They cannot prepare themselves for the military service at all in this country, because there is no certainty about any appointment being vacant.

189. Is it not an inducement to young men?—No, I think not. If there is an appointment vacant they think they will go for it. I am quite certain no young man prepares himself for a military career here, because there is no certainty; in fact, it is extremely uncertain. There is nothing for them to prepare for—there is perhaps a vacancy once in ten years, or once in five years. The only vacancies are in the Permanent Artillery; there are about ten officers at Queenscliff and they are very healthy, and there are about six staff officers at the barracks. Those are all the appointments there are, therefore the young men cannot lay themselves out for a military career.

190. Have any of those young fellows rebelled against that, or felt disgusted with their officers?—I have not heard so.

*The witness withdrew.*

Colonel Edmund George Henry Bingham, examined.

191. *By the Hon. the Chairman.*—What are you?—Lieutenant-Colonel in the Royal Artillery, local Colonel in the local forces.

192. On the 11th of September an applicant named Skene was informed that he could present himself for examination at the next qualifying examination for the Victorian Permanent Artillery—why was this permission withdrawn?—Because I was informed by the Assistant Adjutant-General that Skene was not eligible under the regulations.

193. Did you ever lead Skene to understand that when he had served twelve months in the Garrison Artillery, not necessarily as an officer, he would be eligible to go up for his qualifying examination?—It was my impression at the time that he would be eligible to go up for the qualifying examination.

194. The letter of the 11th December says—“Please note the following reply received from the Staff Officer of Artillery in answer to your application to present yourself for examination, qualifying for the Victorian Permanent Artillery. Please inform Lieutenant Skene that he can present himself for the examination, the exact date of which will appear in orders,” so that when this letter was written you considered his service was complete?—I did.

195. Surely the fact that he had not served twelve months in the Garrison Artillery could only be an argument against his applying for the vacancy, but should not prevent him attending the examination?—I was under the impression that he could attend the qualifying examination, but I was told it was not so unless he had completed his year's service in the Militia; I had not read the regulations correctly.

196. You think that the interpretation put by the Assistant Adjutant-General is the correct one?—Yes; my impression at the time was wrong.

197. On December the 22nd Lieutenant Lilley put in an application, and on the 23rd of the same month Mr. Skene was informed he might attend for examination, but must not apply for the vacancy; Skene was not allowed to attend the examination; why was this?—Because, as I have said, the reading of the regulations was held to imply that he had not served the qualifying term in the Militia.

198. The letter of the 22nd of December says—“Referring to the application of Lieutenant W. Skene for the vacancy in V.P.A., he is distinctly to understand that although he is to be allowed to present himself at the qualifying examination to be held some time next month, he cannot apply for a vacancy until he has sufficient length of service as laid down in regulations,” will you read the regulation?—It is the second paragraph:—“Candidates will be required to have served at least twelve months as officers in the military forces of the colony, and must have attended at least one Easter training.”

199. That regulation does not prevent his coming up and being examined?—It says—“Candidates will be required to have served at least twelve months as officers.” I suppose a man coming forward would be called a candidate; that was the ruling that was given me. I was under the impression that intending candidates could come forward if there was an examination and go through the qualifying examination so as to save themselves going through it later on when there was a vacancy.

200. Have any officers, within your own knowledge, served a shorter period than twelve months in the Garrison Artillery?—Not to my knowledge.

201. On the 15th of April Lieutenant Lilley applied for a commission in the Victorian Permanent Artillery, and on the 27th of the same month you informed him his application could not be entertained because he was over age. On 14th August he sent in another application, recommended by Colonel Umphelby. On the 19th of August you informed him he would have to present himself for examination on the 22nd September. Lieutenant Lilley sends in another application, and the day after that Lieutenant Skene is informed he must not apply for the vacancy?—That is so. That is only carrying out what he was told before—that he was not eligible.

202. The discovery only happened the day before?—No; he was told that he could not apply for a commission.

203. This newer light happened the day after Lieutenant Lilley's application is put in?—Yes.

204. Up to the 22nd, the date that Lieutenant Lilley lodged the application, you were of opinion that Lieutenant Skene could be examined in the terms of this letter that has been read?—Yes.

205. The following day you are of a different opinion?—The ruling was given that he was not eligible under the age clause.

206. What would call your attention to it; was it the fact of Lieutenant Lilley's application?—

No. As far as my memory goes I think I asked the Assistant Adjutant-General whether Lieutenant Skene could come up for the qualifying examination, so as to save two examinations—whether he could come up at the same time as Lieutenant Lilley for the qualifying examination, although he was not eligible for the existing vacancy, that he might be recorded as having passed the qualifying examination.

207. You recommended Lieutenant Lilley on this application?—Yes.

208. What was the ground of your recommendation?—From my knowledge of his service in the Horse Artillery, and being a very smart and efficient officer, and also because he had gone through the course at Queenscliff, preparing himself for the life that he was going to pursue, and being very well recommended by the commanding officer there as attentive, zealous, and painstaking.

209. Have you that recommendation from that officer in writing?—I should think it went on with his application.

210. If that was your opinion, on the ground of this artillery experience, how is it that no mention is made in any of the correspondence?—I should think it was.

211. There is not the slightest reference to it in all those papers?—I am certain that Colonel Umphelby wrote a report on Mr. Lilley during the three months he was attached.

212. Colonel Umphelby rather dwells on that fire?—No; I think that was my recommendation.

213. At the time of his application, Lieutenant Lilley was over the age limit?—Yes; I cannot say how much.

214. To meet the case, the limit was raised?—Yes; it was raised to 27.

215. Then it was subsequently altered back to 22?—Yes; on my recommendation. I preferred to have younger officers, and I prefer them younger even than 22, but as the regulation states that they must serve one year and the annual Easter training, it sometimes takes eighteen months to complete the qualifications. A man may join just after the Easter training, and he would have to go on serving until he had served the Easter training, so it brings the limit of age rather higher than I should like to see it—I would like to see the boys come in at eighteen or nineteen.

216. When this alteration was made to 22 Lieutenant Skene was shut out by two days?—Yes. At the time I made the recommendation I was under the impression that it would not be retrospective with regard to a candidate who had an application in. I was of opinion that it would not touch Lieutenant Skene through his having his application in for the vacancy.

217. Did you prepare the saving clause or see it?—No; that was an omission on my part. I ought to have put it in; but I thought it would not be retrospective, as his application was in.

218. Who issues the General Orders?—Colonel Hoad, the Assistant Adjutant-General.

219. The examination was held in April, 1898?—I think so.

220. Who were the candidates?—Only Mr. Lilley.

221. Can you remember what the subjects were?—Not from memory, I have it in the regulations. There are two examinations; there is a qualifying one, and then if there are more candidates than one they are required to compete, or if there is only one he is required to qualify in further subjects.

222. The first examination was the one that was held in April?—Very likely; I cannot remember the date.

223. There is a letter from you in which you say—"I recommend that Mr. Lilley be considered as having qualified in the first paper"?—Yes.

224. "And be re-examined in trigonometry, mensuration, hydrostatics, and mechanics, within a reasonable time." Are not those the practical part of the examination?—No; those are theoretical.

225. Do you put more value on that part than on the French and German?—There is more value put on those subjects here; they are made to either compete or qualify in those subjects. The first part is a qualifying examination which they have to qualify in without competition. If there were three candidates, and they were all to get 5 or 7, they would all go up for the second examination, and compete against each other.

226. It says that to obtain a pass Mr. Lilley must obtain half-marks in these subjects; he only passed in two subjects, and you follow that up by saying that he shall come up for examination again in a reasonable time, say the first week in June—has he passed that June examination?—No, it was postponed for six months.

227. Why?—There must be some paper to show it; I recommended June, but I know it was put in General Orders that he should qualify for the second examination within six months, and he is going to be examined on the 8th of this month on those subjects.

228. Can you tell the Committee why your letter recommending that he should be examined in June was departed from?—I cannot say from memory; I think it was ruled that he had better have the six months to prepare himself.

229. Did Mr. Lilley make any representation that he was not fit?—I cannot say.

230. If he had done so would it have come to you?—Yes, very likely he did—I could not tell from memory; I could find it in my office if he did.

231. Is it customary to show this leniency to candidates?—I think so. I should recommend all leniency being shown to candidates, because it is the one thing in their lives that they are striving for, and if they do not pass it is very often through the want of primary education. Mr. Lilley is a man of 25, who has given up school for many years, and he found it hard to get back his previous knowledge on such subjects as trigonometry.

232. Who prepares these papers?—They are prepared under the Education Department.

233. Are the answers sent back to the Education Department?—Yes.

234. If he fails in this examination what becomes of him—will he get another extension of time?—I cannot say; it will depend upon the recommendation, and how it is treated by the General; if he chose to extend the time I fancy it would be within his rights.

235. He was to be of a certain age—the age was altered; he was to pass an examination—he failed to pass; he was to come up in six months, and he failed to do that?—He passed the preliminary examination.

236. The regulation as to age was modified to meet his case; the other regulation that he should pass the examination that we are speaking of now was practically set aside—he failed, and should not have gone into the service?—No, it does not say he should not go into the service, but that he ought to pass the second examination before a commission is granted to him; he is only a lieutenant on probation now.

237. You are not able to say how long he will be on probation if he fails to pass in December?—No, I could not say.

238. Having failed to pass the examination in the terms of the regulations, what position does he occupy in the service?—A lieutenant on probation.

239. A lieutenant on probation is a man who has passed the examination?—The qualifying examination.

240. He has not done that, so he must be something else?—I do not think so. I think he was gazetted a lieutenant on probation, subject to his passing the examination.

241. There is nothing of that kind shown in these regulations?—No; but it does not say it should not be. The whole proceeding of granting him his commission on probation, pending his passing the examination, was approved of by the Minister of Defence.

242. It was done on your recommendation—why did you recommend it?—I thought it was a very good thing for the service; he is an excellent officer and quite suitable for the appointment.

243. You wrote a letter to the Assistant Adjutant-General recommending his appointment; you say—"Lieut. Lilley, F.A.B., is a candidate for a commission in the Victorian Permanent Artillery, and is strongly recommended for the appointment by his commanding officer and also by Lieut.-Colonel Umphelby, Commanding V.P.A., under whom Lieut. Lilley lately served for over two months with a view to his being reported on as a suitable candidate. I venture to suggest, and strongly recommend, as a reward for his gallant conduct, acknowledged by the chief officer of the fire brigade, that the standing orders of the Victorian Military Forces be put in abeyance in this case, and that Lieut. Lilley be granted a commission (probationary) in the V.P.A., subject to his passing the necessary professional examination in six months from the date of the commission." He failed to pass that examination?—No, he has not failed.

244. You have not given him the opportunity?—The six months have not elapsed, or have just elapsed now.

245. He failed in April, and this is November?—It is my mistake in counting—it was not intended to be over six months.

246. *By the Hon. S. Winter Cooke.*—How much time would have elapsed before Mr. Skene would have served the proper time?—I think his time was up in June.

247. How many months would you have had to wait before you filled the vacancy if it had not been given to Mr. Lilley?—From April to June, as far as I remember; I think it was on the 20th of June that he would be qualified.

248. You did not put in that saving clause because you thought the regulations would not be retrospective, and all rights would be saved?—That was my impression; the application for the vacancy being in I did not think altering the regulation would affect Mr. Skene. If I had thought it would I should certainly have put in the saving clause.

249. Excluding Mr. Skene, you had no other candidate but Mr. Lilley to fill this vacancy?—Yes, there were two other candidates, but they were not eligible for appointment.

250. How long had you wanted this officer?—Since the death of Mr. Templeton; that created the vacancy—I should think that was two years ago.

251. *By the Hon. W. I. Winter-Irving.*—The General has informed us that the appointments are discretionary with the commanding officer; if that is the case do you attach much importance to the General Orders?—Yes, I think so. They have to comply with those regulations before the application is submitted at all. Since the last examination the whole syllabus of the examination has been altered on my recommendation, because the examination of Lieut. Lilley, I considered, did not give the man really a fair chance of showing what he knew in such large subjects as mensuration and hydrostatics. I think there were two questions on the whole subject, and a man may easily be nonplussed in two questions, especially if he has not studied the subject for a long time. I recommended to the General that the whole of the syllabus should be altered, and we have now a new syllabus, under which so many questions will be given in each subject, and a certain number of marks allotted for each subject, so that a man will have a better scope.

252. The Education Department are now preparing those questions?—They are prepared; they are under seal in our office.

253. Did the Education Department prepare the previous one?—Yes, but they had nothing to guide them as to what was wanted. I did not consider that two questions on any subject were a fair criterion. I have been in the Education Department myself in the military line for the last twelve or fourteen years, and have conducted any number of examinations, and know pretty well how to floor a man and how to treat him fairly.

254. *By the Hon. the Chairman.*—Are those vacancies advertised?—They are advertised in the General Orders.

255. On the death of Mr. Templeton would there be a standing advertisement, or would it be made known generally?—There is a regulation that says a vacancy will be made known by General Orders; the candidates have to send in their names within three months of that date, or within a certain time, at the discretion of the Commandant.

256. Can you tell us when the notification was made in this case?—No, I cannot say; it would be in General Orders.

257. The General Order would appear immediately after Mr. Templeton's death?—I do not know that it would be immediately.

258. After waiting for two years you are not prepared to wait for two months to comply with the regulations?—I would not like to say positively, but I can turn up the General Order.

259. *By the Hon. J. Balfour.*—I suppose it gets generally known in the service that there is a vacancy, apart from the General Orders?—Yes, it is known at once, as a rule. There are very few men who would embrace a permanent military career in this colony. I make it my duty, when an applicant comes forward to fill a vacancy in the permanent forces, to point out to him that there is absolutely nothing for him to look forward to except sweeping a crossing at the age of 55. The pay is not sufficient for a man to put anything by, and there is no retiring pension. A man is turned out at a certain age with absolutely nothing to live on, and I point out that, unless they have private means, or the expectation of private means, it would be folly for them to take up the profession of arms in this colony.

260. *By the Hon. S. Winter Cooke.*—There is a pension in the Imperial service?—Yes.

261. *By the Hon. the Chairman.*—In a case like this where a candidate is complying with all the regulations and is defeated by the military authorities breaking their own regulations, is that calculated to encourage candidates in the future?—I do not see that the candidate has been wronged.

262. You anticipate his being ready for examination in three months, you fill the vacancy before the three months, and to do so you break two of your own regulations, one of them has not been complied with yet. Besides that, you disqualify him in doing this under the regulations as to age?—I told you that in my opinion he was not disqualified.

263. But as a fact it is so?—Personally, if there were a vacancy, and Mr. Skene still put forward his candidature, I should strongly recommend that he be allowed to compete, although the regulations say no, and I do not think any Minister would refuse it.

264. *By the Hon. S. Winter Cooke.*—There was a saving clause drafted:—"This paragraph shall not, if the Commandant so determine, apply to any candidate whose application was received prior to the 1st day of December, 1897." If that had been put in Mr. Skene would have known his rights were saved?—I cannot say why it was not put in.

265. *By the Hon. J. Balfour.*—Whose duty would it be to see to that?—It is all drawn up by the Assistant Adjutant-General, and goes up before the Council of Defence. I draft the regulations for the Artillery forces, but I do not remember that not going on. It says—"Not gazetted." I cannot say why it was not gazetted. If it were sent on it would be sent on by the General.

266. Would the Assistant Adjutant-General have discretion to stop it?—No, certainly not.

Robert M. Collins, further examined.

267. *By the Hon. the Chairman.*—How long would Mr. Skene have had to serve before coming up for examination?—He would be eligible on the 20th June, as far as service goes. I am not sure of the date of the examination, but the date of the Order in Council gazetting Mr. Lilley was 6th May, 1893; the examination was some time in April. The result of the examination was received in the Commandant's office on the 19th April, 1898. On the 29th April the Commandant recommended that this officer be appointed to the V.P.A. on probation for six months. The Minister approved of that on the 4th May, and the Order in Council was evidently passed on the 6th May.

268. How long had this vacancy existed?—I think about eighteen months.

269. Do you think the vacancy would have been left so long unfilled if the relaxation as to age had been made known?—I have no means of judging whether there are intending candidates or not; if an officer is a candidate he applies to his commanding officer, it never comes to my office at all.

270. You knew nothing at all about the saving clause?—No; the Orders in Council that come up are initialed by the Commandant, so the original Order in Council would show the Commandant's initials upon it, but that clause was not in it.

271. Candidates would not come to you at all?—Not until they have been approved by the Commandant.

*The witness withdrew.*

*Adjourned.*

---

## APPENDIX.

Head-Quarters, Victorian Military Forces,  
Victoria Barracks, Melbourne, 5th December, 1898.

*From Colonel Bingham, S.O.A., to Chairman of Select Committee on Permanent Artillery Appointments.*

SIR,

In accordance with your wish I forward the General Orders concerning the question :—

“G.O. 17 (18th Feb. 1897) (9).—A vacancy exists in the Victorian Permanent Artillery for one officer. Applications from officers desirous of being appointed thereto, in accordance with Part I. sec. II., sub-section (ii.) Vic. Mil. Regulations (to which attention is directed), will be received up to and inclusive of 20th April, 1897.”

Three names were sent in, viz., Lieutenant Lilley (who was informed that he was over age), and two others; one withdrew, and the other was not approved.

A similar G.O. was again issued—104 (3rd Dec., 1897) (3)—directing names to be sent in up to 10th January, 1898.

Lieutenant Lilley again applied, also Lieutenant Skene, who was not then qualified by length of service, and who would not qualify till 20th June, 1898.

The recommendations of Lieut.-Col. Kelly and Lieut.-Col. Umphelby must be attached to the file with his application. As there was no other person qualified by service, the Commandant recommended the age to be altered, which was done by Order in Council.

The second portion of the examination (theoretical) was postponed from June merely so as to bring it at the same time as his practical examination in artillery subjects, and also to give the candidate more time to prepare, and to take him less from his military duties.

I have, &c.,

E. BINGHAM, Colonel.

Parliament House,  
Melbourne, 6th December, 1898.

SIR,

I have the honour, by direction of the Chairman of the Select Committee on Permanent Artillery Appointments, to acknowledge the receipt of your letter of the 5th inst., forwarding certain information with reference to the matters referred to the Committee for consideration.

I have now to request you to be so good as to state whether any application had been received in connexion with Lieutenant Lilley's examination, either from the candidate himself or from any one else, requesting that the time for holding the examination should be extended over the six months stated in the official papers. A question to this effect was put to you when you were being examined, and you intimated that you would look into the matter and inform the Committee of the result of your inquiries.

I have, &c.,

GEO. H. JENKINS,  
Clerk of the Parliaments.

Colonel Bingham, Staff Officer of Artillery, Victoria Barracks.

Head-Quarters, Victorian Military Forces,  
Victoria Barracks, Melbourne, 8th December, 1898.

*From the Staff Officer of Artillery to Chairman of Committee.*

SIR,

I must first apologize for my delay in answering the letter of the Clerk of Parliaments, but the fact is that I am laid up at my home at Frankston.

I find that Lieutenant Lilley, although examined in April, did not join the Permanent Artillery at Queenscliff until 25th May, and only received pay from that date, so that his examination would have been due on 25th November, which examination was duly notified to him in Orders. When at Queenscliff on duty on 22nd November, Lieut.-Col. Umphelby asked me if Lieutenant Lilley's examination could be postponed for a fortnight, as, owing to heavy and pressing armament work having to be completed, he had not been able to spare Lieutenant Lilley from regimental work, and that, owing to there being no one in Queenscliff capable of coaching him for his examination in mathematics, he (Lieut.-Col. Umphelby) would like him to be attached to the detachment in Melbourne to get a fortnight's final coaching. On my return I represented this to the Commandant, who agreed, and the examination was postponed in General Orders until the 8th December, that date being most convenient, as other examinations were to be held on that date, and one board of officers could conduct the two examinations.

The result of Lieutenant Lilley's first examination was finally made known to him about the 18th or 20th May, but he was allowed to join on the 25th to enable him to act as staff officer to myself on the occasion of the Field and Prize Firing of the Field Artillery Brigade, held at Sunbury on 24th May last, the Queen's Birthday, so that his service as a probationary officer in the Permanent Artillery dates only from 25th May.

I have, &c.,

E. BINGHAM, Colonel, S.O.A.

1898.

VICTORIA.

---

# EXPORTED PRODUCTS BILL.

---

## PETITION.

TO THE HONORABLE THE PRESIDENT AND MEMBERS OF THE LEGISLATIVE COUNCIL OF THE COLONY OF VICTORIA, IN PARLIAMENT ASSEMBLED.

The Petition of the Undersigned, the President, Vice-Presidents, and Members of Council of the Melbourne Chamber of Commerce,

HUMBLY SHEWETH:

That your Petitioners, as the executive body of the Melbourne Chamber of Commerce, have considered the Bill now before your Honorable House to provide for the inspection of Live Stock, Meat, Dairy Produce, Fruit, and other Products intended for Export, and to regulate the Exportation thereof.

That your Petitioners have abundant evidence that the proposed enactments are very undesirable in the interests of exporters of perishable products, and the producers themselves and their agents state the following among other reasons:—

That there is no necessity for the new Bill, inasmuch as no section of those interested objects to existing conditions.

That the Bill practically gives to the Minister of Agriculture the control of the whole trade, and that such autocratic power vested in one individual would be insufferable.

That section 8, clause (c), of the Bill, with regard to freezing butter, would operate most injuriously to the trade.

That with the proposed extension of Government control the expense to the producer and exporter would be a heavy and useless tax, as no corresponding benefit would accrue from it, and that it is but the "thin end of the wedge" for giving the Government control over the export of every kind of the colony's products, for which the established rules of commerce are quite sufficient.

Your Petitioners would add—

That any measure dealing with Australian produce should be of such a character as to render it adaptable to the whole of Australia, and it is therefore a fitting subject to be left to the Federal Parliament.

That the export trade in the past has gone on satisfactorily without the aid of such legislation, and your Petitioners believe that the proposed measure would prove extremely harassing to exporters and prejudicial to competition with other producing countries, and therefore be a great hindrance to trade.

That your Petitioners consider the power to be given to inspectors to demand information from exporters too arbitrary and inquisitorial, there being no limit to the nature of the enquiries authorized, and which would tend to drive desirable export producers out of the trade.

That your Petitioners are further of opinion that legislative supervision should be limited to the prevention of the export of produce unfit for human consumption, which is already provided for by the Health Act of Victoria.

That your Petitioners relied on the promise made in Parliament during the last session for an inquiry into the matter of this Bill by a Select Committee of your Honorable House, which promise has not been fulfilled.

Your Petitioners therefore pray that your Honorable House will refuse to pass the said Bill into law, and that if any doubt remains as to the undesirableness of the proposed legislation your Honorable House will withhold your assent from the Bill until a Select Committee has investigated the subject, or until evidence thereon shall be given at the Bar of your Honorable House.

And your Petitioners will ever pray, &c.

ROBERT C. ANDERSON, President.

(L.S.)

ALFRED HARVEY, }  
H. R. HOGG, } Vice-Presidents.

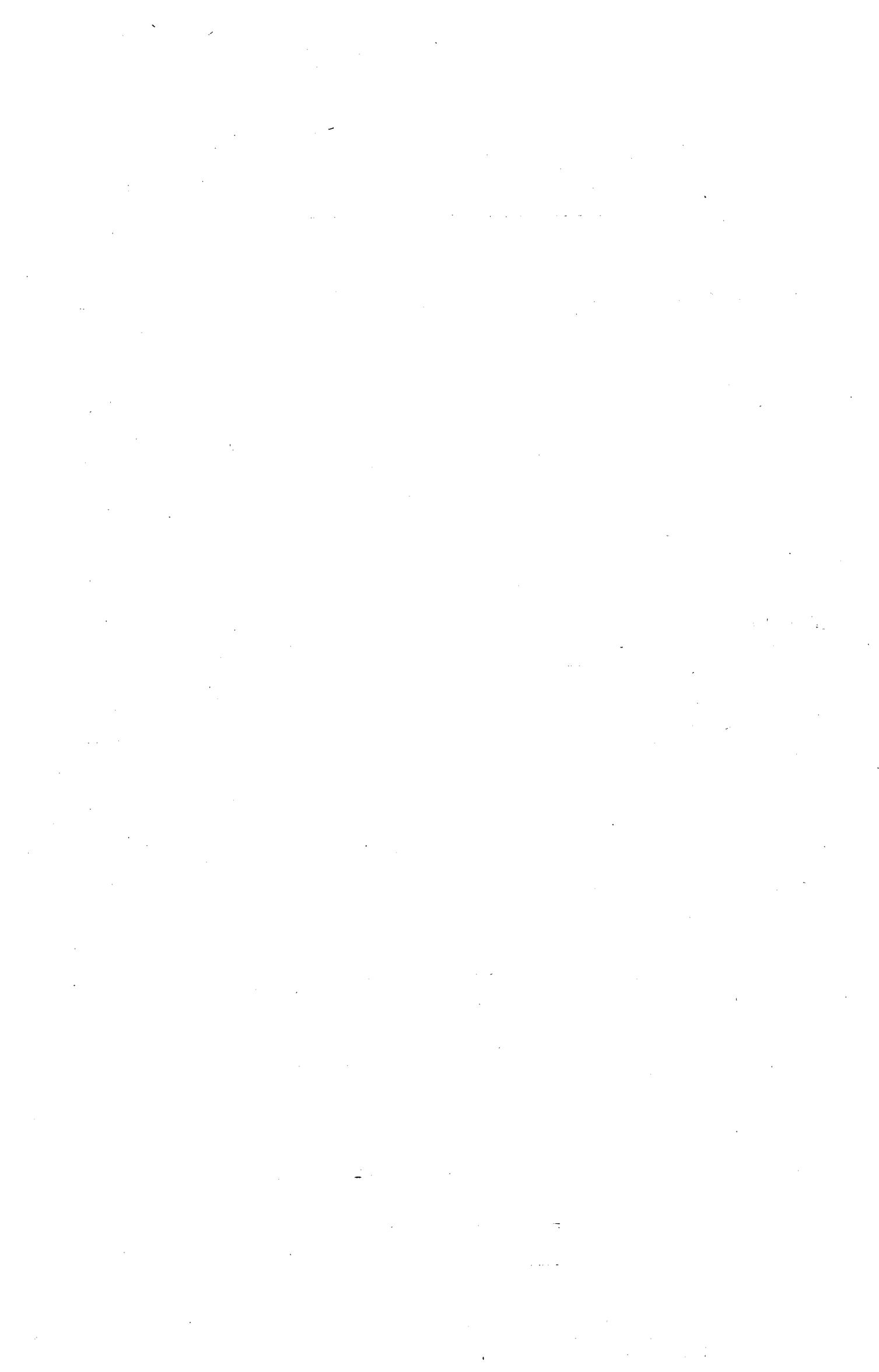
B. COWDEROY, }  
CHARLES KING, }  
R. J. ALCOCK, }  
JNO. COOKE, }  
R. H. WALLACE FRASER, }  
GEO. LUSH, } Members of  
Council.

C. HALLETT, Secretary.

Melbourne, 11th October, 1898.

*Ordered by the Legislative Council to be printed, 11th October, 1898.*

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.



1898.

VICTORIA.

---

COLAC AND BEECH FOREST RAILWAY  
CONSTRUCTION BILL.

---

EVIDENCE TAKEN AT THE BAR

OF THE

LEGISLATIVE COUNCIL

IN COMMITTEE OF THE WHOLE.

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.



# COLAC AND BEECH FOREST RAILWAY CONSTRUCTION BILL.

## MINUTES OF EVIDENCE

(TAKEN AT THE BAR OF THE LEGISLATIVE COUNCIL IN  
COMMITTEE OF THE WHOLE.)

FRIDAY, 16TH DECEMBER, 1898.

Francis Rennick, examined.

1. *By the Hon. A. Wynné.*—What are you?—Engineer-in-Chief of the Victorian Railways.
2. Have you a map showing the projected line from Colac to the Beech Forest?—I have—[*the same was produced*].
3. How many cockspur lines are there from the main Colac line at present?—Three—Wensleydale, Forrest, and Timboon.
4. Do you know whether any of them pay?—I am not up-to-date in the paying of the railways, but I do not think any of them do.
5. What class of country does the proposed line from Colac to Beech Forest pass through?—Undulating country until you reach the Gellibrand at 18 miles from Colac; then it is very bumpy or broken country from there to Gardiner's at the terminus.
6. That is poor country, is it not?—The first 6 or 7 miles from Colac is fair grazing country, very similar to the country immediately round Colac. After that it goes through a stunted stringy-bark forest, a patch of sandy country, until you reach the Gellibrand, where the flats for half-a-mile on each side of the river are very good; then it goes through 3 or 4 miles of inferior country again until it begins to ascend the hill going up to Gardiner's; there it reaches fertile country, and follows it all the way to Gardiner's, but the fertile land between the Gellibrand and Gardiner's is a narrow belt only.
7. Can you tell me the sections of good and bad country it passes through?—No, not from memory. The information was obtained for the Commissioner, and he or his officers would have it in black and white.
8. Roughly, is it 20 miles of poor country out of 30?—Perhaps not that extent, because there are 6 or 7 miles near Colac, already served by a railway, which is fair country, but 14 or 15 miles of the country would be inferior.
9. Is the population sparse?—Very sparse after you reach the Gellibrand. In fact, after you get 6 or 7 miles from Colac the population is sparse.
10. Do you know the line from Mount Moriac to Wensleydale?—I know it generally.
11. There is a line from Dean's Marsh to Forrest?—From Birregurra to Forrest; it goes through Dean's Marsh.
12. Could Dean's Marsh and Wensleydale be connected?—I think so; but I am not aware that there has ever been a survey. I know of no insuperable difficulty.
13. Presuming there is no difficulty in construction, it could be connected?—I think so, certainly.
14. How many miles is it?—Within about 12 miles, I should say.
15. If the line from Forrest were extended to Gardiner's you would have direct communication to Geelong?—By means of Wensleydale you would. If Wensleydale were connected with Dean's Marsh, and Forrest with Gardiner's, there would be a direct line almost to Geelong.
16. How far is it from Forrest to Gardiner's?—By the trial survey for the railway I think it is 22½ miles.
17. That could be worked by one staff, could it not?—Certainly; that is, one train staff.
18. And the timber could be taken from Gardiner's to Ballarat by way of Geelong?—Undoubtedly.
19. In your opinion, which would be the most economical to work, one cockspur or three cockspur lines?—One, of course.
20. Can you give roughly the difference between one and three?—It depends upon the lengths.
21. Taking the length that would be there from Gardiner's to Mount Moriac, that is adding on 34 miles from Wensleydale. At present you work from Mount Moriac to Wensleydale at a loss?—Yes.
22. You have a service from Birregurra to Forrest?—Yes, worked at a loss too.
23. Parliament now proposes to make a line from Colac to Beech Forest to be worked at a loss, according to your estimates?—According to the estimate of the Commissioner.

24. Can you give me roughly what saving there would be by working this one line instead of three?—I could not give you figures, but in a general way I would have no hesitation in saying you would convert three non-paying lines probably into one paying line.

25. *By the Hon. D. Melville.*—What ground is covered by those three railways?—I could not say without having it taken out from the map.

26. The question was whether you could work one line cheaper than three, that goes without saying, does not it?—It depends upon the length.

27. Do you wish to convey that those three railways can all be extinguished, and one line put in?—I do mean to say that the country served by those three lines would have been well served by one line extended from Mount Moriac through Wensleydale.

28. Who is responsible for putting the three lines in?—There are only two made at present, and one contemplated.

29. You know the kind of country beyond Forrest, away towards Mount Sabine?—Yes.

30. On the one side you have the Barwon rising, and on the other the Gellibrand; what is the width of that saddle at the top?—It is a very narrow saddle indeed; perhaps it might be in places half-a-mile on the ridge.

31. What is the height above the sea at that point, where it is narrow?—I could not say exactly, but my impression is it is about 2,000 feet above the sea.

32. How does it rise on that line?—The country is very precipitous indeed; it drops suddenly into the two rivers.

33. You look over on the one side at the Barwon, over a sort of precipice, and see the timber below you, and on the other side it is similar?—Yes, there are places where such is the case.

34. How is a man who is growing his produce down in those places to get up?—He would have to go round the sidelings to get up to the line, or go down the valley until he intersected it.

35. This map—[*producing the same*]—will show the various lines; how would you get up and down the saddle?—The roads in that country are bound to be very steep. The bush tracks now are exceedingly steep, some of them; 1 in 6, and 1 in 10, and 1 in 12 are common, but those tracks can be improved; and in mountainous country, to get your produce from one point to another, you are bound to go up and down steep roads.

36. When you have got on the saddle how are you to get your feeding-ground for the railway?—By roads cut in the sidelings, the same as obtains everywhere in mountainous and hilly country.

37. How long have we been considering this; that is, you and the Railways Standing Committee?—You would be the best judge of that. I have not been considering it very long. I suppose it is two or three years; that is, since the inquiry commenced.

38. You know the direct reference by Parliament to the Railways Committee at present is the Colac to Beech Forest line?—Yes.

39. Is there anything else under our review at present but that one line?—I do not know what is under review. I was called to the Bar to give evidence, and I did not know what questions would be put to me.

40. You prepared estimates for the Colac to Beech Forest line, and you submitted those estimates to the Committee?—Yes, by direction of the Minister of Railways.

41. The Committee has inspected and varied your proposals a little?—Yes.

42. The proposal, Colac to Beech Forest, stands by itself pure and simple, does it not?—I do not know that at all. The Committee, if I am correct, had a free hand to inquire into projected railways there that would serve the Beech Forest country from any station—I do not know that they were limited to any one particular route.

43. Do you know what the reference to the Committee by Parliament was?—Two lines were referred to the Committee, one from Colac to Gardiner's, and one from Forrest to Gardiner's; they had those two lines under their consideration.

44. This is the reference—

Colac and Beech Forest Railway.—Mr. H. R. Williams, in accordance with the requirements of the Railways Standing Committee Acts, moved, pursuant to notice, That the construction of a 2ft. 6in. narrow-gauge line of railway by the State from Colac to Beech Forest be referred to the Parliamentary Standing Committee on Railways for consideration and report.

Mr. Gurr moved, as an amendment, That the words "or from Forrest Station" be inserted after the word "Colac." Debate ensued.

Question—That the words proposed to be inserted be so inserted—put and negatived.

Question—That the construction of a 2ft. 6in. narrow-gauge line of railway by the State from Colac to Beech Forest be referred to the Parliamentary Standing Committee on Railways for consideration and report—put and resolved in the affirmative.

—You prepared the estimates under that reference, did you not?—Yes, I prepared estimates for the Committee.

45. How much annual loss is there shown?—My estimate is only of the cost of the railway—the balance-sheet is the Commissioner's.

46. You have been examined by the Railways Standing Committee on this line?—Yes, several times.

47. Your opinions and the opinions of the Department are known to the Committee?—My opinions, as far as the questions put to me go, are, of course, known to the Committee, but as to the policy of constructing this line or an alternative line I do not know that I have had an opportunity of expressing my views before.

48. You have been before the Committee and have given evidence on this matter more than once, and have suggested routes for this line?—I suggested a route.

49. The only business I know of that the Committee could take any part in is what has been referred to it by Parliament, and as a member of the Committee I have no knowledge of any other railway than has been referred to us?—When I was last under examination by the Committee questions were put to me about the policy of constructing this line as against extending the Forrest line, and I gave the Committee my views, according to the knowledge that I had at that time.

50. You have not been examined by the present Committee on the question of extinguishing the railways or running them all into one?—Yes, in that last examination.

51. Have you made a survey or estimates as to the Forrest extension?—Yes, they have been before the Committee, and I think you will find them recorded in the proceedings.

52. How long ago is that?—Not very long ago. When the projected narrow-gauge line from Colac was referred to the Committee another narrow-gauge line from Forrest was also referred to the Committee.

53. Have you any idea of the cost of the Forrest extension over that saddle?—The information was prepared and forwarded to the Committee, and you will find it in your own reports. There was a trial line surveyed from Forrest to Gardiner's 25·86 miles long, with a ruling grade of 1 in 45 and curves of two chains radius; the estimated cost was £4,501 per mile, or £116,399 altogether. That I think was dealt with by the Committee.

54. What is the Colac to Beech Forest line to cost on the present track?—They are not parallel cases at all. The departmental estimate that the Committee had in their last investigation was for a line from Colac to Gardiner's, 30·2 miles in length, with a ruling grade of 1 in 30, and an estimated cost of £86,365, or £2,898 per mile, exclusive of land and rolling-stock—that was for a 2ft. 6in. railway.

55. The other line on the saddle-back was £116,399 to Gardiner's?—Yes, but for a ruling grade of 1 in 40 or 1 in 45.

56. Is not all that land locked up?—There is a large agricultural college reserve, and also a forest.

57. Is there any feed for a railway coming out of it?—Certainly.

58. Is it not a water reserve for Geelong?—There is a water reserve.

59. Could you take any wheat or potatoes out of that reserve or any feed for a railway?—I do not see why you could not. Both lines to the Beech Forest are, more or less, on the saddle-back; the one to Gardiner's climbs a ridge precipitous on either side, though not so precipitous as some portions of the other route.

60. Would you suggest to this Committee that if they were to cancel the present route the one on the saddle-back would be the better line?—This is the evidence I gave to the Standing Committee—

*By Mr. Harris.*—Statements have appeared in the press from time to time that the Department object to this line, and want an extension of the Forrest line to Gardiner's; do you favour that extension as against this line?—I have not studied that question, and will not commit myself. If the Forrest line could be extended economically it would certainly be better than to construct another cockspur, but I am not prepared to give an opinion, because I have not gone into the pros and cons.

61. You have not surveyed that line permanently?—There was a trial survey.

62. Can you build on a trial survey?—Certainly; we can estimate on it—that is what it is done for. My evidence goes on—

How long would it take before you could place your views of the matter before the Committee?—It would involve a survey, which would take months. With the knowledge that we have at present a trial survey would cost £20 per mile.

Would it be desirable before anything was done in connexion with the extension of the line to the Beech Forest to have those particulars before the Committee?—That is a matter for the Committee to consider; I think it would be very desirable to exhaust the general question.

How many months would it take?—A couple of months would do it. It is a puzzle how to serve all that patch of country south of the Colac railway in the best manner. There are already three cockspurs—the Timboon, the Forrest, and the Wensleydale lines—and in my opinion none of those should have been made, but the Wensleydale line would offer the best line for an extension. That line might have been run so as to bisect all the country between the Colac line and the coast, and would have given a very serviceable railway for the development of that piece of country.

*By the Chairman.*—You think the Wensleydale line should be extended. Would that extension go to Forrest and then to Barramunga?—Yes, it would go to Forrest and then follow the projected route from Gardiner's to Princetown.

What would feed it from Forrest to within 4 miles of Gardiner's?—The whole of the hilly country; that is the best land on that tract. It would bisect that tract of country. The good land is on the summit of the hills, and partly down on the slopes, but there is very little there; all the hilly country is good land, but very precipitous right away to Wattle Hill.

63. What has the Committee done with your £86,000 estimate?—I think they struck off £26,000.

64. They ordered the line to be made for how much?—£60,000.

65. Can you make the railway for that?—That is the first time I have been asked by any public man whether it can be done or not; but I say yes, we can make a tramway for £60,000.

66. I do not want anything but what is in the specification?—I could not make the railway that I designed for £60,000; it is quite impossible.

67. The Committee considered your estimates, and wiped off £26,000; have you now sent in something else to the Government than what the Committee considered?—No.

68. Then what is the change; we have taken off the money, what have you done?—I have considered what I could do for the money that the Committee authorized for the line.

69. But that is not the railway that the Railway Committee ordered?—I am not aware that they ordered any railway, or that they have prescribed how the railway shall be built.

70. We had your estimates of cuttings and prices before us, and have named the amount to be spent—what have you to do?—I should have to reduce the works to fit the money. You do not expect me to do an impossibility.

71. You tell the Committee we are not to get what we think we are to get?—I do not know what you think you are to get.

72. Are we to get precisely what the Assembly has sent to us?—You could not get the quantities that I have designed for the construction of the line that I projected for the money that you have allotted.

73. Have you told the Minister or the Commissioner straight out that you are going to change the whole thing, and make a new railway?—The Minister has never asked me, and I have never told him. I consider, by virtue of my position, it is my province to design a railway and to make an estimate, and if that estimate is cut down I must alter the design to suit the money.

74. The Legislative Assembly sent one thing to the Committee with all the particulars for the construction of a railway, and the Committee passed that—have you the power to change it into something else?—I can only know what you have done by reading your report, and in that report I have not seen anything referring to the quantities. The Committee have expressed the opinion that the line should be built for £60,000 as against my estimate of £86,000.

75. But it is that line that they refer to?—They do not say so at all, and if they did, and it were given to me to fulfil such a condition, I would have to advise the Minister that it could not be done.

76. *By the Hon. J. H. Connor.*—What do you think of the proposed line from Forrest to Gardiner's in reference to working expenses and the probable traffic obtained from it?—I consider it would pay as well or better than the Colac to Beech Forest line, and I do not think the working expenses would be heavier mile for mile. If it were extended on the broad gauge I have no doubt whatever its earning capabilities would be greater, and its working expenses, for any considerable volume of traffic, would be less.

77. Have you made an estimate of the cost of a broad-gauge line?—A rough estimate has been made. When I was examined before the Committee the question was put to me whether it would not be better, as a matter of policy, to extend the Forrest line, so I looked into the matter, and I think a very fair serviceable standard-gauge railway could be constructed from Forrest to Gardiner's for £5,500 a mile.

78. What would it cost with a 2ft. 6in. gauge?—On that route probably £4,600 or £4,700 a mile.

79. That would not be much more than the sum total for the direct line from Colac to Beech Forest?—Undoubtedly it would; for the Colac to Beech Forest line, 30 miles, my estimate is £86,365; for rolling-stock the Commissioner's estimate is £9,365, or a total of £95,730. A broad gauge from Forrest, 22½ miles, at £5,500 per mile, which is, in my opinion, a liberal estimate, would cost £123,750. It has been proposed, at least it has been asked, that the Forrest line should be extended to Barramunga, a distance of 5 miles; that would probably cost £25,000. If that is done, and you add the £25,000 to the estimate for the construction and rolling-stock on the Beech Forest line, £95,730, it amounts to £120,730, as against the extension of the Forrest line on the broad gauge to Gardiner's, £123,750. Then the matter sums itself up in this way—by extending the Forrest line to Gardiner's on the 5ft. 3in. gauge the expenditure would not be more than 22½ miles at £5,500 per mile, or £123,750, and the good country would be served better with only one cockspur on the broad gauge to work, instead of one on the broad gauge and a second one on the narrow gauge.

80. You propose then to dispense with the railway from Birregurra to Forrest, and make a line from Wensleydale to Forrest, and thence to Gardiner's?—No, I contemplated that the Forrest line might be extended to the Beech Forest and worked from Birregurra as one line; that would save the working of two lines with a break of gauge at Colac.

81. You are aware that the Birregurra line is now worked in connexion with the Beeac line?—I am not aware of that, but probably it is so; that would be a very sensible way of doing it, and that might still be continued, of course, so there would be only two cockspurs to work instead of three.

82. Have you ever inspected the country between Wensleydale and Forrest?—I have not, but an officer of the Department has, and we have his report.

83. Have you any estimate of the cost of a line from that point to Forrest?—I do not know if a rough estimate was made; no survey was made.

84. In reference to the direct line from Colac to the Beech Forest you estimated the clearing would cost £215 per mile; the local contractors have been doing that work for from £30 to £40 per mile?—What width?

85. The width of the road?—Yes, but for a railway, for the safety of the trains and the people on the trains, you require a much greater width cleared than you do on a road. Many of the trees in that forest are over 200 feet high, and to clear a track for a railway where trains are running at 20 or 30 miles an hour you must have every dangerous tree on the whole width cleared, to make it safe.

86. What width would you propose to clear?—In some instances you would have to cut down trees on each side 200 feet away from the centre line. With trees of a less height, of course, a less width would do.

87. You have estimated the sleepers at 1s. 8d. each. The mill-owners who are working there now are prepared to deliver them there at 9d. each?—If I have the line to construct I shall be very glad to take the sleepers they offer at 9d. each, providing they fulfil the conditions of the specifications, but I may say that sleepers have risen in value all over the colony, and we are paying 25 and 30 per cent. more than we were paying six or nine months ago.

88. Is not that a reason why this forest country should be opened up?—I think the forest country should be opened up.

89. What traffic do you expect to obtain on the line from Forrest to Gardiner's?—From the settlement and clearing of the country that the making of the line would induce.

90. There is very little settlement there just now?—I am aware that there is more settlement on the direct line than on the route from Forrest.

91. You have acknowledged the immense difficulty in getting the traffic on to this saddle; the settlers in the valley would have to be pulled up?—That is only for 4 or 5 miles of the line; at other parts of the line there would be little or no difficulty. When you get beyond that, in going to Gardiner's, you are on a plateau for a width of 3 or 4 miles on either side.

92. Taking the line from Colac direct, by the Gellibrand River, the country tends to fall into the Gellibrand River, and the traffic would tend to concentrate at the Gellibrand and the Beech Forest?—Yes, it would have to go to one or other of those places under present conditions until they made roads along the sidelings to the other stations.

*The witness withdrew.*

John Mathieson, examined.

93. *By the Hon. the Chairman.*—What are you?—Commissioner for Railways.

94. *By the Hon. A. Wynne.*—You have, I believe, a number of non-paying lines on the Victorian Railways?—A good few, I am sorry to say.

95. Can you give the number roughly?—About 40.

96. Are the branches or suckers from the Colac and Geelong line included in this number?—Yes; on the Mount Moriac to Wensleydale line we have a loss of about £1,900 per annum; on the Curdie's River Junction to Timboon line we have a loss of about £4,800; and on the Birregurra to Forrest line we have a loss of about £6,500.

97. Can you, as a business man, hope to make the railways pay if Parliament or the country compels you to make more of those non-paying lines?—I am afraid not.

98. In the opinion of your Department will the Colac to Beech Forest line pay?—No; we do not see that it can.

99. Do you think you could convert non-paying lines into paying lines, or improve their position by constructing a line from Forrest to Gardiner's and connecting it with Wensleydale?—The scheme looks on the face of it a very feasible one. We have no data to go upon, such as what the cost of the connexions would be, but if we could join three lines into one, then one engine and staff would work the three lines, instead of having three different sets of engines and three different sets of men to work the three lines.

100. *By the Hon. D. Melville.*—You were before the Railways Committee under examination on this line?—I was.

101. Have you changed your mind in respect to any of the evidence you gave to them?—I have not.

102. Have you anything to add to it?—I do not know; I am perfectly willing to answer any questions.

103. How long did your examination last on this line?—I could not say; I think I filled two or three pages of the evidence that you have before you, but how long it took I could not say.

104. Did you make any suggestion to the Committee in that evidence to abandon the proposal, or that it would be better to extinguish two or three of those lines?—No, but the Chairman was good enough to ask me with reference to an article that appeared in the *Age* five or six months ago, and I said I thought that article was a most sensible one and deserving of consideration. It suggested the coupling together of the Wensleydale and the Forrest lines at Dean's Marsh, and extending the Forrest line, thus obviating the building of this narrow-gauge line from Colac to Beech Forest.

105. This was the reference by Parliament that came through you to the Committee?—I sent up a report to the Minister.

106. What took place about this line—what did the Minister require you to do?—The first thing was a 2-ft. gauge in August, 1897.

107. Coming to the 2ft. 6in. gauge, what took place with the Minister?—I wrote the Minister a letter, sending him a report dated 12th October, 1898, giving the Engineer's estimate of the cost of construction, the cost of working the line, and the cost of equipping it with rolling-stock on the narrow gauge, and the estimated revenue from the proposed line, showing a deficit on it of £3,016 15s. 3d.

108. You followed the requirements of the Act of Parliament in all those particulars?—I do not know about that; I have given all the information; I told the Committee if there was anything else we would be only too glad to assist them.

109. Then the Minister got Parliament to send it on to the Committee and you were examined?—I cannot tell you the process after it leaves me.

110. Did you tell the Minister anything about this article in the *Age*?—I really could not say; I may have mentioned it to him incidentally.

111. You did not give the Minister any idea of how this change was to be brought about that was suggested?—I told the Minister I hoped this line would not be constructed.

112. Why did you say that?—I said that because on the face of it it appeared to be another non-paying line.

113. Parliament has sent it on to the Committee and you are ordered to construct it?—I have nothing to do with construction.

114. Your estimate of the line was £86,000?—No, the Engineer-in-Chief's.

115. The Committee knocked £26,000 off that estimate?—So I have heard.

116. Are you able to do that?—That is an engineering question. If the line is not built sufficiently safe for me to work I will not take it over. It has not come back to me in any shape or form.

117. When the Committee got the line they cut the £86,000 down to £60,000—do you approve of that?—I do not like to refuse an answer, but I do not think it is fair to ask me to reflect on the gentlemen forming the Railways Standing Committee.

118. If we pass the Bill, is the railway that you will construct what Parliament sent to the Railway Committee?—I have nothing whatever to do with construction. When we take a line over and it is not safe, we will not work it until it is.

119. Is not the whole thing under your control?—No; I have nothing to do with construction.

120. Who is responsible for construction?—The Minister, with the Engineer-in-Chief.

121. Can they vary the estimates and alter the cuttings?—I only send in the estimates of the Engineer-in-Chief as a matter of form, because it is in accordance with the Act that the statement comes through me.

122. You sign the statement?—I do.

123. You distinctly understand that Mr. Rennick says he will have to cut down the work to adapt it to the £60,000; is that with your consent?—I am not considered in the construction of a line, except so far as station accommodation is concerned; but before we take over a line we see that it is safe for the traffic.

124. You are not aware what is to be done in the matter?—I know nothing of what the course of procedure may be further than what was stated in the House—that the Minister assured the House if he got a report that the line could not be built for £60,000 he would not attempt to build it.

125. *By the Hon. J. H. Connor.*—Mr. Wynne asked you as to the non-paying lines. How many non-paying lines are there within 10 miles of Melbourne, and what is the amount the Government has to pay?—It would take a little time to make up that statement.

126. I understand your attention has been called to this matter with the view of constructing a direct line from Mount Moriac to Wensleydale, and thence to Forrest, by the article in the *Age* newspaper?—Yes.

127. Have you any knowledge of the country between Wensleydale and Forrest?—I have not.

128. Have you any report from any of your officers to warrant you in recommending this except the look of it on paper?—I have said already that we have no definite data to go on, but according to the evidence Mr. Rennick laid before the Standing Committee he suggested it would be a very desirable thing that they should inquire into this proposal—his proposal did not include the Wensleydale line, but it included the Dean's Marsh and Forrest lines, or an extension of that line, so that it would obviate the building of the Colac to Beech Forest line.

129. Of your own knowledge you do not know anything of the line from Forrest to Gardiner's?—Nothing whatever.

130. You merely state now that you are not in favour of the construction of this line because you think it will not pay at present. If you had a knowledge of the country and knew the valuable timber and valuable land that is there, would it not affect your opinion?—I am quite willing to take the opinion of the Standing Committee. They say there are 300 settlers there, and I say the cheapest course is to buy them out rather than spend £100,000 on a line to serve them.

131. Can you give me any information as to the reason why the cost of cuttings is so much less for the Warburton line than the Beech Forest line?—That is the Engineer's matter; I have nothing to do with the Engineer's estimates except the mere forwarding of them on to the Minister.

132. You personally know nothing about the matter?—No, I accept the estimates of the Engineer-in-Chief.

*The witness withdrew.*

VICTORIA



MINUTES  
OF THE  
PROCEEDINGS  
OF THE  
LEGISLATIVE  
COUNCIL.

SESSION.

1898.

CLERK OF  
THE PARLIAMENTS