

VICTORIA.



MINUTES
OF THE
PROCEEDINGS
OF THE
LEGISLATIVE
COUNCIL.

SESSION

1901

COUNCIL CHAMBER



VICTORIA.



MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

SESSION 1901.

WITH COPIES OF THE VARIOUS DOCUMENTS ORDERED TO BE
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C. 1. Factories and Shops Acts, Expenditure under.—Cost of Wages Boards—Return to an Order of the Legislative Council, dated 3rd September, 1901, for a Return showing—

1. What amount of money has been paid by the Government, if any, for expenses as fees to the various members of the Wages Boards under the Shops and Factories Acts during the eighteen months ending 30th June, 1901, specifying the total sums paid to the employes' representatives, the employers' representatives, and the chairmen.
2. The amount of cost incurred in printing in the *Government Gazette* under separate headings, as follow :—
 - (1) The determinations of each Wages Board.
 - (2) The permissions for working overtime to different applicants.
 - (3) The hours of closing shops in various cities, towns, and shires.
 - (4) The amount paid for law costs for prosecutions under the Acts.
 - (5) The names of the various trades brought under the operation of the Acts and the dates thereof; and
 - (6) The amount received by the Government for the fees received for applications for extension of time for working

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MEMBERS OF THE LEGISLATIVE COUNCIL DURING THE PERIOD FROM 1st
JANUARY TO 31st DECEMBER, 1901.

Provinces and Members.	Elected at—		Dates of Retirement.	Remarks.
	Nomination.	Polling.		
MELBOURNE PROVINCE :				
The Honorables—				
Sir Arthur Snowden	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
John Mark Davies	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
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.
NORTH YARRA PROVINCE :				
The Honorables—				
Frederick Sheppard Grimwade ...	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Nathaniel Levi	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William Pitt	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
SOUTH YARRA PROVINCE :				
The Honorables—				
George Godfrey	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
Edward Miller	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Simon Fraser	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
succeeded by				
Edmund Edmonds Smith ... ..	...	25 June 1901	1904	Elected in place of Hon. S. Fraser, resigned.
Lieut.-Col. Sir Frederick Thomas Sargood, K.C.M.G.	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
succeeded by				
Thomas Henry Payne ... ..	...	25 June 1901	1902	Elected in place of Hon. Lieut.-Col. Sir F. T. Sargood, K.C.M.G., resigned.
SOUTHERN PROVINCE :				
The Honorables—				
Sir Rupert Turner Havelock Clarke, Bart.	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Donald Melville	19 Dec. 1899	...	1904	Vacated seat by accepting office of Minister of Defence; re-elected.
Thomas Brunton	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
SOUTH-WESTERN PROVINCE :				
The Honorables—				
Sidney Austin	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Sir Henry John Wrixon, K.C.M.G., K.C.	26 Aug. 1898	...	1904	Retired by rotation, and re-elected. Elected President, 18th June, 1901.
Thomas Charles Harwood	19 July 1899	...	1902	Elected in place of Hon. J. H. Connor, deceased.
NELSON PROVINCE :				
The Honorables—				
William Henry Seville Osmand ...	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
succeeded by				
Steuart Gladstone Black	30 Mar. 1901	...	1906	Elected in place of Hon. W. H. S. Osmand, deceased.
Thomas Dowling	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Samuel Williamson	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
succeeded by				
Hans William Henry Irvine	6 July 1901	...	1902	Elected in place of Hon. S. William- son, resigned.
WESTERN PROVINCE :				
The Honorables—				
Samuel Winter Cooke	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
succeeded by				
Walter Synnot Manifold ... ..	...	25 June 1901	1906	Elected in place of Hon. S. W. Cooke, resigned.
Nathan Thornley	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
Agar Wynne ... ..	...	12 Dec. 1900	1902	Vacated seat by accepting office of Solicitor-General; re-elected.

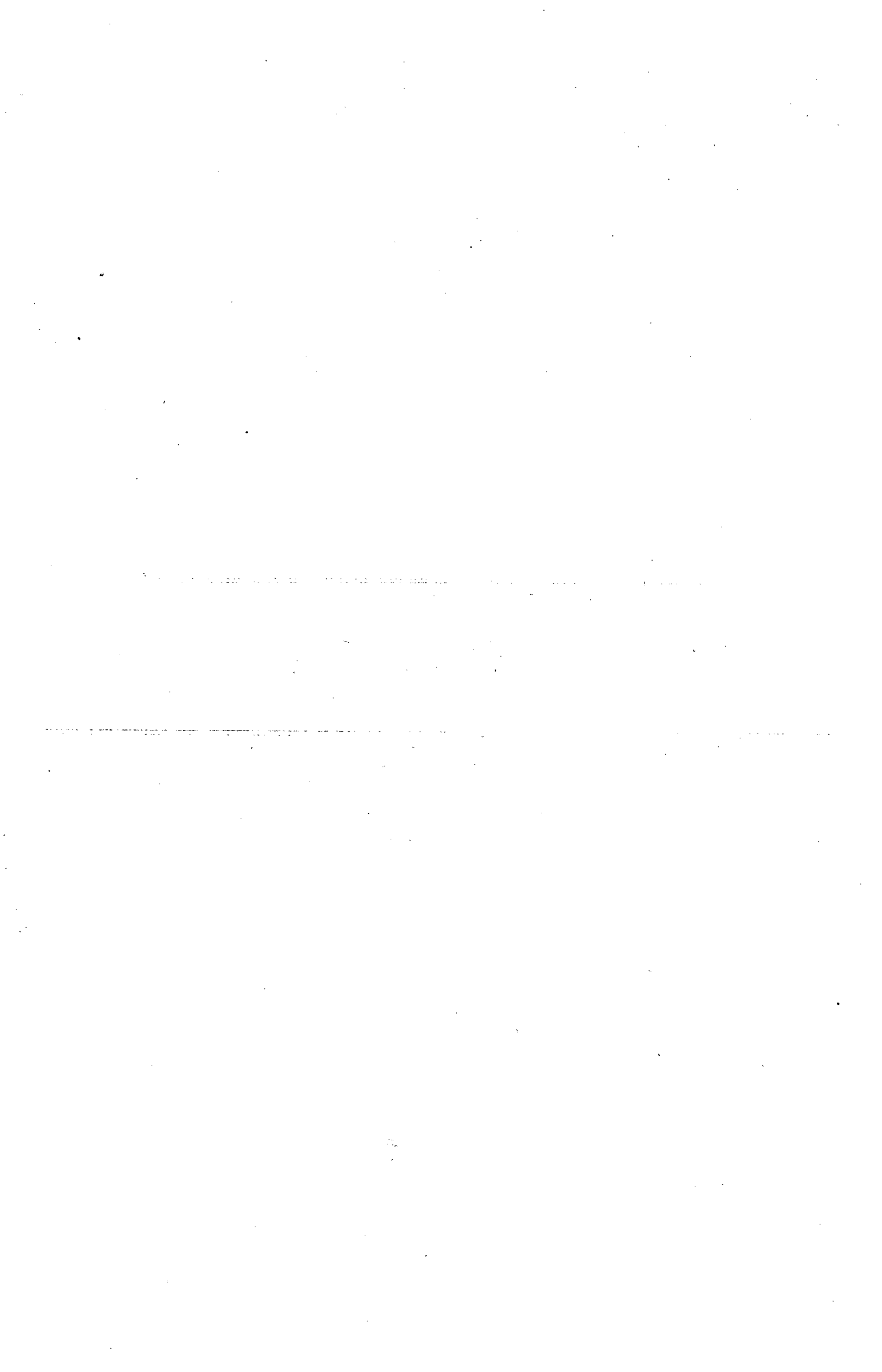
MEMBERS OF THE LEGISLATIVE COUNCIL—*continued.*

Provinces and Members.	Elected at—		Dates of Retirement.	Remarks.
	Nomination.	Polling.		
NORTH-WESTERN PROVINCE :				
The Honorables—				
Joseph Major Pratt	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
James Bell	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
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.
succeeded by				
Henry Williams ... ..	...	25 June 1901	1902	Elected in place of Hon. P. Phillips, resigned.
NORTHERN PROVINCE :				
The Honorables—				
George Simmie	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
Joseph Sternberg	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Joseph Henry Abbott	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William Irving Winter-Irving	28 Aug. 1893	...	1902	Retired by rotation, and re-elected.
succeeded by				
William Lawrence Baillieu ... ..	...	6 Aug. 1901	1902	Elected in place of Hon. W. I. Winter-Irving, deceased.
WELLINGTON PROVINCE :				
The Honorables—				
Edward Morey	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
David Ham	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
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., K. C.	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
NORTH CENTRAL PROVINCE :				
The Honorables—				
Sir William Austin Zeal, K. C. M. G.	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
succeeded by				
William Blair Gray ... ..	...	25 June 1901	1906	Re-elected President, 4th Sept., 1900. Elected in place of Hon. Sir W. A. Zeal, K. C. M. G., resigned.
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.
NORTH-EASTERN PROVINCE :				
The Honorables—				
Arthur Otto Sachse	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Frederick Brown	26 Aug. 1898	...	1904	Retired by rotation, and re-elected. Re-appointed Chairman of Committees, 14th November, 1900.
John Alston Wallace	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.
succeeded by				
William Orr	14 Nov. 1901	...	1902	Elected in place of Hon. J. A. Wallace, deceased.
GIPPSLAND PROVINCE :				
The Honorables—				
Joseph Hoddinott	31 Aug. 1901	...	1907	Retired by rotation, and re-elected.
William Pearson	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
Edward Jolley Crooke	26 Aug. 1898	...	1904	Retired by rotation, and re-elected.
William McCulloch ... ..	...	12 Dec. 1900	1902	Vacated seat by accepting office of Minister of Defence; re-elected.
SOUTH-EASTERN PROVINCE :				
The Honorables—				
James Callender Campbell	1 Sept. 1900	...	1906	Retired by rotation, and re-elected.
William Knox	26 Aug. 1898	...	1904	Elected in place of Hon. J. Buchanan, who retired by rotation.
succeeded by				
Duncan Elphinstone McBryde	13 June, 1901	...	1904	Elected in place of Hon. W. Knox, resigned.
James Balfour	28 Aug. 1896	...	1902	Retired by rotation, and re-elected.

GEORGE H. JENKINS,

Clerk of the Parliaments.

I N D E X .



LEGISLATIVE COUNCIL OF VICTORIA.

SECOND SESSION

OF THE

EIGHTEENTH PARLIAMENT.

I N D E X.

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 (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.

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SESSION 1901.

ACTING RAILWAYS COMMISSIONER BILL.—Bill intituled "*An Act to provide for the further Appointment of an Acting Victorian Railways Commissioner.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 153. 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, 20th December, p. 154. (Assented to 23rd December. Act No. 1762.)

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 nine hundred and two and to appropriate the Supplies granted in this Session of Parliament.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 19th December, 1901, p. 145. 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, 19th December, p. 146. (Assented to 23rd December. Act No. 1776.)

ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL.—Bill to amend the *Artificial Manures Act 1897.*—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 18th September, 1901, p. 68.

Read a second time and committed; considered in Committee, 1st October, p. 78.

Further considered in Committee, 8th October, p. 86.

Reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 8th October, p. 86.

Report from the Clerk of a correction made by him in the Bill, 23rd October, p. 92. Bill not returned from the Assembly.

AUDIT ACTS AMENDMENT BILL.—Bill intituled "*An Act to amend the Audit Acts.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 19th December, 1901, p. 147.

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, 20th December, pp. 151-2.

Message from the Assembly notifying their agreement to the amendment of the Council, 21st December (morning), p. 156. (Assented to 23rd December. Act No. 1768.)

AUSTRALASIAN DRAMATIC AND MUSICAL ASSOCIATION LAND BILL.—Bill to enable the Australasian Dramatic and Musical Association to sell and convey certain Land situate in the City of Fitzroy to the Old Colonists Association of Victoria.—(Hon. W. McCulloch.)—Initiated, by leave, and read a first time, 3rd December 1901, p. 117.

Order for second reading discharged and Bill withdrawn, 10th December, p. 125.

BENDIGO LAND SALE BILL.—Bill intituled "*An Act to provide for the Sale of certain Land in the City of Bendigo.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th October, 1901, p. 99. Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 13th November, p. 106. (Assented to 5th December. Act No. 1746.)

BOILERS INSPECTION AND REGULATION BILL.—Bill to provide for the Inspection and Regulation of Boilers.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 27th June, 1901, p. 25.

Order for second reading discharged and Bill withdrawn, 17th December, p. 141.

COAL MINES BILL.—Bill intituled "*An Act relating to Coal Mines.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 9th October, 1901, p. 88.

Motion—That this debate be now read a second time—debate adjourned, 29th October, p. 97; debate resumed; Bill read a second time and committed; considered in Committee, 30th October, p. 100.

Further considered in Committee, 13th November, p. 107; 3rd December, p. 118; 4th December, p. 122; 11th December, p. 129.

Reported with amendments, 11th December, p. 129.

Recommitted for the reconsideration of clauses 4, 5, 9, 12, 24, 41, and 59; reconsidered in Committee and re-reported with further amendments; report, by leave, considered and adopted; Bill read the third time and passed, 11th December, p. 129.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, and have disagreed with others of the said amendments, 20th December, p. 150.

Amendments considered; the Council do not insist on some of their amendments disagreed with by the Assembly, and insist on others of the said amendments, 20th December, p. 154.

COAL MINES BILL—*continued.*

Message from the Assembly notifying that they insist on disagreeing with the amendments insisted on by the Council, 21st December (morning), p. 159. Bill lapsed.

COLAC AND BEECH FOREST RAILWAY CONSTRUCTION ACT 1898 AMENDMENT BILL.—Bill intitled “*An Act to Amend the Colac and Beech Forest Railway Construction Act 1898.*”—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 18th December, 1901, p. 143.

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 December, p. 146. (Assented to 23rd December. Act No. 1760.)

COLERAINE RACE-COURSE BILL.—Bill to provide for the exchange of portion of the Coleraine Race-course Reserve for certain adjoining land.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 20th November, 1901, p. 111.

Read a second time and committed; considered in committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 13th December, p. 138.

Message from the Assembly notifying their agreement to the Bill, 19th December, p. 146. Assented to 23rd December. Act No. 1759.)

CONSOLIDATED REVENUE BILL (No. 1).—Bill intitled “*An Act to apply out of the Consolidated Revenue the sum of Four hundred and eighty-six thousand and thirty-five pounds to the service of the year One thousand nine hundred and One thousand nine hundred and one.*”—(Hon. A. Wynne.)—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, 27th June, 1901, p. 26. (Assented to 28th June. Act No. 1724.)

CONSOLIDATED REVENUE BILL (No. 2).—Bill intitled “*An Act to apply out of the Consolidated Revenue the sum of Six hundred and four thousand and eighty-five pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two.*”—(Hon. A. Wynne.)—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, 30th July, 1901, pp. 40-41. (Assented to 31st July. Act No. 1726.)

CONSOLIDATED REVENUE BILL (No. 3).—Bill intitled “*An Act to apply out of the Consolidated Revenue the sum of One million and eighty-three thousand eight hundred and one pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two.*”—(Hon. A. Wynne.)—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, 28th August, 1901, p. 59. (Assented to 29th August. Act No. 1731.)

CONSOLIDATED REVENUE BILL (No. 4).—Bill intitled “*An Act to apply out of the Consolidated Revenue the sum of Three hundred and fifty-six thousand five hundred and seventy-nine pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two.*”—(Hon. A. Wynne.)—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 November, 1901, p. 114. (Assented to 27th November. Act No. 1744.)

DOOKIE AND KATAMATITE TRAMWAY ACT 1897 AMENDMENT BILL.—Bill intitled “*An Act to amend the ‘Dookie and Katamatite Tramway Act 1897.’*”—(Hon. E. J. Crooke.)—Brought from the Legislative Assembly and read a first time, 18th September, 1901, 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, 24th September, pp. 72-3. (Assented to 8th October. Act No. 1736.)

EDUCATION ACT 1890 AMENDMENT BILL.—Bill intitled “*An Act to amend the ‘Education Act 1890.’*”—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 4th December, 1901, p. 121.

Petition presented and referred to the Committee of the whole on the Bill, 11th December, p. 127.

Read a second time and committed; considered in Committee, 12th December, p. 131.

Further considered in Committee, 17th December, p. 140.

Reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 17th December, p. 140.

Message from the Assembly notifying their agreement to the amendments of the Council, 21st December (morning), p. 156.

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, 23rd December, p. 161. (Assented to 23rd December. Act No. 1777.)

ELECTRIC LIGHT AND POWER ACT 1900 AMENDMENT BILL.—Bill intitled “*An Act to amend the ‘Electric Light and Power Act 1900’ and for other purposes.*”—(Hon. J. M. Davies.)—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, 21st December, 1901 (morning), pp. 159-60. (Assented to 23rd December. Act No. 1775.)

EMPLOYERS AND EMPLOYEES ACT 1890 (PART III.) FURTHER CONTINUATION BILL.—Bill intitled “*An Act to further continue in force Part III. of the ‘Employers and Employés Act 1890.’*”—(Hon. E. J. Crooke.)—Brought from Legislative Assembly and read a first time, 11th December, 1901, p. 129. Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed 17th December, p. 141. (Assented to 23rd December. Act No. 1757.)

EURACK ESTATE PURCHASE BILL.—Bill intituled "*An Act to sanction the Acquisition by the State of certain Land in the County of Grenville known as the Eurack Estate.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 18th September, 1901, 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, 24th September, p. 71. (*Assented to 8th October. Act No. 1735.*)

EXPORTED PRODUCTS ACT 1898 AMENDMENT BILL.—Bill intituled "*An Act to amend the 'Exported Products Act 1898.'*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 17th September, 1901, p. 65.

Motion—That this Bill be now read a second time, on division, negatived, 25th September, p. 76.

GOLD BUYERS LICENSING BILL.—Bill intituled "*An Act to license Gold Buyers.*"—(Hon. E. J. Crooke.)—Brought from the Legislative Assembly and read a first time, 10th December, 1901, pp. 123-4.

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, 13th December, p. 135.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, and have disagreed with others of the said amendments; amendments considered; the Council do not insist on their amendments disagreed with by the Assembly, 21st December (morning), p. 158.

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, 23rd December, p. 162. (*Assented to 23rd December. Act No. 1780.*)

GRAZING AREA LEASES BILL.—Bill intituled "*An Act relating to certain Grazing Area Leases.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 40.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 7th August, pp. 48-9. (*Assented to 29th August. Act No. 1729.*)

HAWTHORN LOAN BILL.—Bill intituled "*An Act to authorize the City of Hawthorn to construct and provide certain permanent works and undertakings in lieu of certain other permanent works and undertakings.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time 24th September, 1901, p. 72.

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, 2nd October, p. 82.

Message from the Assembly notifying their agreement to the amendment of the Council, 8th October, p. 86. (*Assented to 6th November. Act No. 1740.*)

INCOME TAX BILL.—Bill intituled "*An Act to declare the Rates of Income Tax for the Year ending on the thirty-first day of December One thousand nine hundred and two.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 12th December, 1901, pp. 132-3.

Motion—That this Bill be now read a second time; amendment proposed—but not made—to omit all the words after "That" with a view to insert in place thereof the following words:—"this House ask for a Conference with the Legislative Assembly on the subject-matter of the Income Tax"—question for second reading of the Bill resolved in the affirmative; 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, 18th December, p. 144. (*Assented to 23rd December. Act No. 1758.*)

INSOLVENCY BILL.—Bill to further amend the law relating to Insolvency.—(Hon. J. M. Davies.)—Initiated and read a first time, 17th July, 1901, p. 35.

Read a second time and committed; considered in Committee, 7th August, p. 48.

Further considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 21st August, p. 55.

Report from the Clerk of a correction made by him in the Bill, 27th August, p. 57. Bill not returned from the Assembly.

JUSTICES ACT 1890 AMENDMENT BILL.—Bill intituled "*An Act to amend the Law with regard to Actions against Justices of the Peace.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 39.

Read a second time and committed to the Committee on the Justices Law further Amendment Bill, 31st July, p. 43.

Instruction to the Committee that they have power to consolidate the said Bills into one Bill, 31st July, p. 43.

Considered in Committee with the Justices Law further Amendment Bill, 18th September, p. 69; 2nd October, p. 83; 13th November, p. 106.

Reported; Bills consolidated into one Bill, 13th November, p. 106.

And see "Justices Law further Amendment Bill."

JUSTICES LAW FURTHER AMENDMENT BILL.—Bill to further amend the law relating to Justices.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 27th June, 1901, p. 25.

Read a second time and committed; considered in Committee, 17th July, p. 36.

Further considered in Committee, 30th July, p. 41.

Further considered in Committee with the Justices Act 1890 Amendment Bill, pursuant to an order of the Council of the 31st July, and an Instruction to consolidate the said Bills into one Bill, 18th September, p. 69; 2nd October, p. 83; 13th November, p. 106.

Reported with amendments; Bills consolidated into one Bill, 13th November, p. 106.

Order for consideration of report discharged and Bill recommitted for the reconsideration of clauses 12, 13, and 18, and for the consideration of a proposed new clause; reconsidered in Committee and re-reported with further

JUSTICES LAW FURTHER AMENDMENT BILL—*continued.*

amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 20th November, p. 112.

Report from the Clerk of corrections made by him in the Bill, 3rd December, p. 117. Bill not returned from the Assembly.

LAND LAWS CONSOLIDATION BILL.—Bill intituled "*An Act to consolidate the Laws relating to the Sale and Occupation of Crown Lands.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly, and read a first time, 8th October, 1901, p. 85.

Read a second time and committed ; considered in Committee, 23rd October, p. 93.

Further considered in Committee and reported with amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 29th October, p. 97.

Message from the Assembly notifying their agreement to the amendments of the Council, 29th October, p. 97.

Message from the Assembly transmitting Message from His Excellency the Lieutenant-Governor recommending certain amendments in the Bill, to which the Assembly had agreed ; His Excellency's amendments considered and agreed to, 26th November, p. 114. (*Assented to 5th December. Act No. 1749.*)

MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL.

—Bill intituled "*An Act to further amend the 'Mallee Tanks Act 1895.'*"—(Hon. E. J. Crooke.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 39.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 7th August, p. 48. (*Assented to 29th August. Act No. 1728.*)

MARINE ACT 1890 FURTHER AMENDMENT BILL.—

Bill to amend Section One hundred and eighty-eight of the Marine Act 1890.—(Hon. A. Wynne.)—Initiated and read a first time, 18th June, 1901, p. 16.

Read a second time and committed ; considered in Committee and reported with amendments and with an amended title, viz. :—"*A Bill to further amend the 'Marine Act 1890.'*" 27th August, p. 58.

Order for consideration of report discharged and Bill recommitted for the reconsideration of clause 2 ; reconsidered in Committee and re-reported with a further amendment ; recommitted for the reconsideration of clause A ; reconsidered in Committee and re-reported with an amendment ; report, by leave, considered and adopted ; Bill read the third time and passed, 3rd September, p. 63.

Message from the Assembly notifying their agreement to the Bill with amendments, 12th November, p. 102.

Amendments considered ; the Council agree to some of the amendments made by the Assembly and disagree with one of the said amendments, 20th November, p. 112.

Message from the Assembly notifying that they insist on their amendment disagreed with by the Council, 4th December, p. 122.

Amendment considered ; debate adjourned, 13th December, p. 137.

Amendment further considered ; the Council, on division, insist on disagreeing with the amendment of the Assembly, 20th December, p. 152.

MARINE ACT 1890 FURTHER AMENDMENT BILL—*continued.*

Message from the Legislative Assembly notifying that they still insist on their amendment disagreed with by the Council ; amendment considered ; the Council do not now insist on disagreeing with the amendment made and insisted on by the Assembly, 21st December (morning), p. 157. (*Assented to 23rd December. Act No. 1771.*)

MARRIAGE ACT 1890 FURTHER AMENDMENT BILL.

—Bill intituled "*An Act to further amend the 'Marriage Act 1890.'*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 40.

Read a second time and committed ; considered in Committee, 7th August, p. 49.

Further considered in Committee and reported with amendments, 20th August, p. 52.

Order for consideration of report discharged and Bill recommitted for the reconsideration of clause 3 ; reconsidered in Committee and re-reported with further amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 27th August, p. 58.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, and have disagreed with others of the said amendments, 24th September, p. 72.

Amendments considered ; the Council do not insist on some of their amendments disagreed with by the Assembly, and amend one of the said amendments, 1st October, p. 78.

Message from the Assembly notifying their agreement to the amendment made by the Council in one of the amendments of the Council disagreed with by the Assembly, 2nd October, p. 81. (*Assented to 8th October. Act No. 1737.*)

MEAT SUPERVISION ACT 1900 AMENDMENT BILL.—

Bill to amend the *Meat Supervision Act 1900.*—(Hon. W. McCulloch.)—Initiated, by leave, and read a first time, 17th July, 1901, p. 35.

Read a second time and committed ; considered in Committee, 30th July, p. 41.

Further considered in Committee, 7th August, p. 49 ; 20th August, p. 52.

Reported with amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 20th August, pp. 52-3.

Message from the Assembly notifying their agreement to the Bill with amendments, 10th December, p. 124.

Amendments considered ; the Council agree to some of the amendments of the Assembly, and disagree with one of the said amendments, 17th December, pp. 140-41.

Message from the Assembly notifying that they insist on their amendment to insert new clause G, but have made an amendment in the said clause ; amendment considered ; amendment proposed—but not made—to insert after the word "carcass," in line 4 of clause G, the words:—"except with the special permit so to do of the officer in charge of the abattoirs in which such animal or carcass is to be slaughtered or dressed,"—the Council still insist on disagreeing with the amendment of the Assembly to insert new clause G, 21st December (morning), pp. 158-9.

Message from the Assembly notifying that they do not now insist on their amendment to insert new clause G, 21st December (morning), p. 159. (*Assented to 23rd December. Act No. 1774.*)

MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL.—Bill to amend the *Melbourne and Metropolitan Board of Works Act 1890.*—(Hon. G. Godfrey.)—Initiated and read a first time, 18th September, 1901, p. 69.

Motion—That this Bill be now read a second time—debate adjourned, 25th September, p. 75; debate further adjourned, 23rd October, p. 93.

Order for resumption of debate on second reading discharged and Bill withdrawn, 11th December, p. 128.

MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL.—Bill to amend the Melbourne and Metropolitan Board of Works Acts.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 30th October, 1901, 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, 18th December, p. 144.

Further considered in Committee, 19th December, p. 147; 20th December, p. 153.

Reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 20th December, p. 153.

Message from the Assembly notifying their agreement to the Bill with amendments; amendments considered and agreed to, 23rd December, p. 163. (*Assented to 23rd December. Act No. 1781.*)

MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL.—Bill intituled "*An Act to authorize and validate certain expenditure by the Melbourne and Metropolitan Board of Works in connexion with the mourning for the death of Her late Majesty the Opening of the Parliament of the Commonwealth and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 39.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 7th August, p. 48. (*Assented to 29th August. Act No. 1727.*)

MELBOURNE SAILORS' HOME BILL.—Bill to enable the Trustees of the Melbourne Sailors' Home to sell and convey certain land situate in the City of Melbourne and vested in such Trustees as a site for a Sailors' Home and to acquire other land therefor and for other purposes.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 2nd October, 1901, p. 81.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 9th October, p. 88.

Report from the Clerk of a correction made by him in the Bill, 23rd October, p. 92.

Message from the Assembly notifying their agreement to the Bill with amendments, 4th December, p. 122.

Amendments considered; the Council agree to some of the amendments of the Assembly, and disagree with others of the said amendments, 13th December, p. 137.

MELBOURNE SAILORS' HOME BILL—continued.

Message from the Assembly notifying that they do not insist on some of their amendments disagreed with by the Council, and do insist on others of the said amendments; amendments considered; the Council do not insist on disagreeing with the amendments insisted on by the Assembly, 21st December (morning), p. 158. (*Assented to 23rd December. Act No. 1772.*)

MINING DEVELOPMENT ACTS AMENDMENT BILL.—Bill intituled "*An Act to amend the Mining Development Acts.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 9th October, 1901, p. 87.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 23rd October, p. 94. (*Assented to 6th November. Act No. 1742.*)

MONEY LENDERS BILL.—Bill to amend the Law with respect to Persons carrying on Business as Money Lenders.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 3rd September, 1901, p. 63.

Motion—That this Bill be read a second time—debate adjourned, 18th September, p. 69; debate resumed; Bill read a second time and committed; considered in Committee, 1st October, p. 78.

Order for further consideration in Committee discharged, and Bill committed to a Select Committee, 2nd October, p. 83.

Select Committee appointed, 2nd October, p. 83. Report of Select Committee brought up, 12th November, p. 101.

Ordered that the Bill be considered in Committee of the whole, 12th November, p. 102.

Further considered in Committee and reported with amendments; report, by leave, considered and adopted; Bill read the third time and passed, 20th November, p. 111. Bill not returned from the Assembly.

MOOROOPNA RACE-COURSE RESERVE SALE BILL.—Bill intituled "*An Act to authorize the Sale of the Mooroopna Race-course Reserve and for other purposes.*"—(Hon. G. Godfrey.)—Brought from the Legislative Assembly and read a first time, 24th September, 1901, p. 72.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 2nd October, pp. 82-3. (*Assented to 8th October. Act No. 1739.*)

MOORPANYAL LAND ACT 1897 FURTHER AMENDMENT BILL.—Bill to further amend the "*Moorpanyal Land Act 1897.*"—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 20th August, 1901, p. 52.

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, 20th August, p. 53.

Message from the Assembly notifying their agreement to the Bill with amendments; amendments considered and agreed to, 28th August, p. 60. (*Assented to 29th August. Act No. 1732.*)

MUNICIPAL OVERDRAFTS (INDEMNITY) BILL.—Bill 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.)—Initiated, by leave, and read a first time, 2nd October, 1901, p. 81.

Read a second time and committed; considered in Committee, 9th October, p. 88.

Further considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 13th November, p. 105.

Message from the Assembly notifying their agreement to the Bill with an amendment, 12th December, p. 132.

Amendment considered and agreed to, 13th December, pp. 136-7. (*Assented to 23rd December. Act No. 1756.*)

MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL.—Bill intituled "*An Act to amend the Municipalities' Advances Acts.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th July, 1901, p. 40.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 7th August, p. 49. (*Assented to 29th August. Act No. 1730.*)

MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE BILL.—Bill to authorize and validate certain expenditure by the Councils of various Municipalities in connexion with the opening of the Parliament of the Commonwealth and the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.—(Hon. W. McCulloch.)—Initiated, by leave, and read a first time, 27th June, 1901, p. 25.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 17th July, p. 36.

Message from the Assembly notifying their agreement to the Bill with amendments, 17th September, p. 65.

Amendments considered and agreed to, 18th September, p. 69. (*Assented to 8th October. Act No. 1734.*)

OLD-AGE PENSIONS BILL.—Bill intituled "*An Act to provide for the payment of Old-age Pensions and for other purposes.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 12th November, 1901, p. 102.

Read a second time and committed; considered in Committee, 19th November, p. 109.

Further considered in Committee, 20th November, p. 111; 3rd December, p. 118.

Reported without amendment; report considered and adopted; Bill read the third time and passed, 3rd December, p. 118.

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, 10th December, p. 124. (*Assented to 11th December. Act No. 1751.*)

OLD-AGE PENSIONS ACT 1900 FURTHER AMENDMENT BILL.—Bill intituled "*An Act to further amend the 'Old-age Pensions Act 1900.'*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 19th December, 1901, pp. 145-6.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 20th December, p. 151. (*Assented to 23rd December. Act No. 1761.*)

OLD-AGE PENSIONS FURTHER PROVISION BILL.—Bill intituled "*An Act to further provide for the payment of Old-age Pensions.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 18th September, 1901, p. 68.

Motion—That this Bill be now read a second time—debate adjourned, 24th September, p. 71; 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, 25th September, p. 76. (*Assented to 27th September. Act No. 1733.*)

POISONS ACT 1890 FURTHER AMENDMENT BILL.—Bill to further amend the *Poisons Act 1890.*—(Hon. W. McCulloch.)—Initiated, by leave, and read a first time, 27th June, 1901, p. 25. Order for second reading discharged and Bill withdrawn, 17th December, p. 141.

POMPAPIEL LAND RESUMPTION BILL.—Bill intituled "*An Act to provide for the resumption by the Crown of certain land in the county of Bendigo parish of Pompapiel.*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 9th October, 1901, p. 87.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 23rd October, p. 94. (*Assented to 6th November. Act No. 1743.*)

PORT MELBOURNE LOAN BILL.—Bill intituled "*An Act to authorize the Town of Port Melbourne to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.*"—(Hon. G. Godfrey.)—Brought from the Legislative Assembly and read a first time, 23rd October, 1901, p. 92.

Read a second time and committed; considered in Committee and reported without amendment; report considered and adopted; Bill read the third time and passed, 30th October, p. 100. (*Assented to 5th December. Act No. 1745.*)

PUBLIC SERVICE ACTS AMENDMENT BILL.—Bill intituled "*An Act to amend the Public Service Acts.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 19th December, 1901, p. 147.

Read a second time and committed; considered in Committee and reported with amendments, 20th December, p. 151.

Recommitted for the reconsideration of clause 16; reconsidered in Committee and re-reported without further amendment; report, by leave, considered and adopted; Bill read the third time and passed, 20th December, p. 151.

PUBLIC SERVICE ACTS AMENDMENT BILL—*continued.*

Message from the Assembly notifying that they have agreed to some of the amendments of the Council, and have disagreed with one of the said amendments; amendment considered; the Council do not insist on their amendment disagreed with by the Assembly, 21st December (morning), p. 157.

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, 23rd December, p. 162. (*Assented to 23rd December. Act No. 1779.*)

PUBLIC WORKS LOAN APPLICATION BILL.—Bill intituled "*An Act to authorize certain Expenditure out of Money available under Loan Acts for Public Works and other purposes.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 150.

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, 20th December, p. 156. (*Assented to 23rd December. Act No. 1767.*)

QUEENSLIFF LAND RESUMPTION BILL.—Bill intituled "*An Act to provide for the Resumption by the Crown of certain Land in the County of Grant Municipal District of Queenscliff.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 12th November, 1901, 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, 13th November, p. 106. (*Assented to 5th December. Act No. 1747.*)

RAILWAY LOAN BILL.—Bill intituled "*An Act to authorize the Raising of Money for Railways and for other purposes.*"—(*Hon. E. J. Crooke.*)—Brought from the Legislative Assembly and read a first time, 12th December, 1901, p. 132.

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 and reported without amendment; report considered and adopted; Bill read the third time and passed, 13th December, p. 136. (*Assented to 23rd December. Act No. 1753.*)

RAILWAY LOAN APPLICATION BILL.—Bill intituled "*An Act to authorize the Expenditure of certain sums of Money available under Loan Acts for Railways.*"—(*Hon. A. Wynne.*)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 150.

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, 20th December, p. 155. (*Assented to 23rd December. Act No. 1766.*)

RAILWAY OFFICERS AND EMPLOYÉS RETIRING BILL.

—Bill intituled "*An Act relating to certain Officers and Employés first Appointed or Employed in the Railway Department during the three months preceding the coming into operation of 'The Victorian Railways Commissioners Act 1883.'*"—(*Hon. A. Wynne.*)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 150.

Motion for second reading of the Bill negatived, 20th December, p. 156.

REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 FURTHER AMENDMENT BILL.—Bill intituled "*An Act to further amend the 'Registration of Births Deaths and Marriages Act 1890.'*"—(*Hon. A. Wynne.*)—Brought from the Legislative Assembly and read a first time, 23rd October, 1901, p. 93.

Motion for the second reading of the Bill, on division, negatived, 30th October, p. 100.

SAVINGS BANKS ACTS FURTHER AMENDMENT BILL.

—Bill intituled "*An Act to further amend the Savings Banks Acts.*"—(*Hon. E. J. Crooke.*)—Brought from the Legislative Assembly and read a first time, 10th December, 1901, p. 124.

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, 13th December, p. 138.

Message from the Assembly notifying that they have disagreed with the amendment of the Council; amendment considered; the Council do not insist on their amendment disagreed with by the Assembly, 21st December (morning), p. 157.

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, 23rd December, p. 162. (*Assented to 23rd December. Act No. 1778.*)

SPORTS BETTING SUPPRESSION BILL.—Bill for the Suppression of Betting at Sports Meetings.—(*Hon. A. Wynne.*)—Initiated, by leave, and read a first time, 3rd December, 1901, p. 117.

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, 10th December, p. 123.

Message from the Assembly notifying their agreement to the Bill, 20th December, p. 155. (*Assented to 23rd December. Act No. 1765.*)

SPRING VALE CEMETERY RAILWAY CONSTRUCTION BILL.—Bill intituled "*An Act to authorize the construction by the State of a line of railway from the Gippsland Railway near Spring Vale to the Spring Vale Cemetery.*"—(*Hon. W. McCulloch.*)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 153.

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, 20th December, pp. 154-5. (*Assented to 23rd December. Act No. 1763.*)

STATE SCHOOL TEACHERS BILL.—Bill intituled "*An Act to amend and consolidate the law relating to State School Teachers.*"—(Hon. E. J. Crooke.)—Brought from the Legislative Assembly and read a first time, 10th December, 1901, p. 124.

Read a second time and committed ; considered in Committee 18th December, p. 144.

Further considered in Committee, 19th December, p. 146 ; 20th December, pp. 150-51.

Reported with amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 20th December, pp. 150-51.

Message from the Assembly notifying that they have disagreed with the amendments of the Council, 21st December (morning), p. 157. Bill lapsed.

SURPLUS REVENUE BILL.—Bill intituled "*An Act relating to the Surplus Revenue of the Financial Year ended on the thirtieth day of June One thousand nine hundred and one.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 12th December, 1901, p. 132.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 13th December, p. 136. (*Assented to 23rd December. Act No. 1754.*)

TRADE COUPONS ABOLITION BILL.—Bill intituled "*An Act to prevent the use of Trading Stamps or Coupons.*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 30th October, 1901, p. 99.

Petition presented and referred to the Committee of the whole on the Bill, 12th November, p. 101.

Read a second time and committed, 12th November, p. 102.

Considered in Committee, 13th November, p. 106.

Reported with amendments, 13th November, p. 106.

Recommitted for the reconsideration of clause 2 ; reconsidered in Committee and re-reported with an amendment ; report, by leave, considered and adopted ; Bill read the third time and passed, 13th November, pp. 106-7.

Message from the Assembly notifying that they have agreed to one of the amendments of the Council and have disagreed with the amendment to omit clause 4, but have made amendments in the clause ; amendment considered ; the Council do not insist on their amendment to omit clause 4, and agree to the amendments of the Assembly in the said clause, 26th November, pp. 114-15. (*Assented to 5th December. Act No. 1750.*)

TRAMWAYS ACT 1890 EXTENSION (ST. KILDA) BILL.—Bill intituled "*An Act to extend the provisions of the 'Tramways Act 1890' to the Municipality of Saint Kilda within certain limits.*"—(Hon. G. Godfrey.)—Brought from the Legislative Assembly and read a first time, 20th December, 1901, p. 149-50.

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, 20th December, p. 155. (*Assented to 23rd December. Act No. 1764.*)

TREASURY BONDS ACT 1898 FURTHER AMENDMENT BILL.—Bill intituled "*An Act to further amend the 'Treasury Bonds Act 1898.'*"—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 12th December, 1901, p. 131.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 13th December, p. 135. (*Assented to 23rd December. Act No. 1752.*)

TRUSTS ACT 1890 AMENDMENT BILL.—Bill intituled "*An Act to amend the 'Trusts Act 1890' and for other purposes.*"—(Hon. J. M. Davies.)—Brought from the Legislative Assembly and read a first time, 19th December, 1901, p. 145.

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, 20th December, p. 153.

Message from the Assembly notifying their agreement to the amendment of the Council, 21st December (morning), p. 156. (*Assented to 23rd December. Act No. 1769.*)

VEGETATION DISEASES ACT 1896 AMENDMENT BILL.—Bill intituled "*An Act to amend the 'Vegetation Diseases Act 1896.'*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 12th November, 1901, p. 102.

Read a second time and committed ; considered in Committee, 19th December, p. 147.

Further considered in Committee and reported with amendments, 20th December, p. 152.

Recommitted for the consideration of a proposed new clause ; reconsidered in Committee and re-reported with further amendments ; report, by leave, considered and adopted ; Bill read the third time and passed, 20th December, p. 152.

Message from the Assembly notifying their agreement to the amendments of the Council, 21st December (morning), p. 159. (*Assented to 23rd December. Act No. 1773.*)

VERMIN DESTRUCTION BILL.—Bill intituled "*An Act relating to the 'Vermin Destruction Act 1890.'*"—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 2nd October, 1901, p. 82.

Motion—That this Bill be now read a second time—debate adjourned, 9th October, p. 88 ; 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, 23rd October, pp. 94-5.

Message from the Assembly notifying that they have disagreed with the amendments of the Council, 13th November, p. 106.

Amendments considered ; the Council insist on their amendments disagreed with by the Assembly, 13th December, p. 137.

Message from the Assembly notifying that they do not insist on disagreeing with the amendments insisted on by the Council, 21st December (morning), p. 156. (*Assented to 23rd December. Act No. 1770.*)

WANGARATTA TOWN HALL SITE BILL.—Bill intituled “*An Act for the purpose of altering the reservation of the Wangaratta Town Hall Site so far as that reservation relates to Athenæum purposes.*”—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 24th September, 1901, p. 72.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 2nd October, p. 82. (*Assented to 8th October. Act No. 1738.*)

WARRNAMBOOL LAND BILL.—Bill to revoke the permanent reservation of certain land in the Town of Warrnambool.—(Hon. A. Wynne.)—Initiated, by leave, and read a first time, 24th September, 1901, p. 71.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill read the third time and passed, 23rd October, p. 94.

Message from the Assembly notifying their agreement to the Bill, 20th November, p. 111. (*Assented to 5th December. Act No. 1748.*)

WATER SUPPLY LOANS APPLICATION BILL.—Bill intituled “*An Act to sanction the issue and application of certain sums of Money for Water Supply in Country Districts.*”—(Hon. E. J. Crooke.)—Brought from the Legislative Assembly and read a first time, 12th December, 1901, p. 132.

Read a second time and committed ; considered in Committee and reported without amendment ; report considered and adopted ; Bill

WATER SUPPLY LOANS APPLICATION BILL—*continued.*

read the third time and passed, 13th December, p. 136. (*Assented to 23rd December. Act No. 1755.*)

WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL.—Bill intituled “*An Act to authorize the construction by the State of a Line of Railway from Whitfield to Mahaikah.*”—(Hon. W. McCulloch.)—Brought from the Legislative Assembly and read a first time, 11th December, 1901, p. 129.

Motion—That this Bill be now read a second time, on division, resolved in the affirmative on the casting vote of the President ; Bill read a second time and committed ; considered in Committee, 17th December, pp. 139–40.

Further considered in Committee, 18th December, p. 144. Bill lapsed.

WILD DOGS DESTRUCTION BILL.—Bill intituled “*An Act relating to the Destruction of Wild Dogs.*”—(Hon. A. Wynne.)—Brought from the Legislative Assembly and read a first time, 31st July, 1901, p. 43.

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, 3rd September, pp. 63–4.

Message from the Assembly notifying that they have agreed to some of the amendments of the Council and have disagreed with others of the said amendments, 8th October, p. 85.

Amendments considered ; the Council do not insist on their amendments disagreed with by the Assembly, 9th October, p. 87. (*Assented to 6th November. Act No. 1741.*)

NOTES.

The Federal and Victorian Parliaments Representation Bill, passed in the First Session 1900, and reserved on the 17th October, 1900, for the signification of Her Majesty's pleasure thereon, was assented to on the 25th March, 1901, and the assent proclaimed on the 16th May, 1901. Act No. 1723. See pp. 17–18.

The Governor's Salary Reduction Bill, passed in the Second Session 1900, and reserved on the 27th December, 1900, for the signification of Her Majesty's pleasure thereon, was assented to on the 13th May, 1901, and the assent proclaimed on the 12th July, 1901. Act No. 1725. See pp. 37–8.

MINUTES OF THE PROCEEDINGS, ETC.

No. 1.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 18TH JUNE, 1901.

1. The Council met pursuant to the Proclamations of His Excellency the Lieutenant-Governor, bearing date the fourth and eleventh days of June, 1901, respectively, which Proclamations were read by the Acting Clerk of the Council, and are as follow:—

FIXING THE TIME FOR HOLDING THE SECOND SESSION OF THE
EIGHTEENTH PARLIAMENT OF VICTORIA.

PROCLAMATION

By His Excellency the Honorable Sir John Madden, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.

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 18th day of June, 1901, and it is expedient to fix the time for holding the next Session thereof: Now therefore I, the Lieutenant-Governor of the State of Victoria, in the Commonwealth of Australia, in exercise of the power conferred by the said Act, do by this my Proclamation fix Tuesday, the 18th day of June, 1901, 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 State Parliament Houses, situate in the Carlton Gardens, 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 State of Victoria, at Melbourne, this fourth day of June, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

GOD SAVE THE KING!

(500 copies.)

ALTERATION OF THE HOUR FOR ATTENDANCE OF MEMBERS OF
THE PARLIAMENT OF VICTORIA AT THE COMMENCEMENT OF THE
SECOND SESSION OF THE EIGHTEENTH PARLIAMENT.

PROCLAMATION

By His Excellency the Honorable Sir John Madden, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.

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 by a Proclamation under my Hand and the Seal of the State of Victoria in the Commonwealth of Australia, made on the 4th day of June, 1901, Tuesday, the 18th day of June, 1901, was fixed as the day 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, and Two o'clock in the afternoon on the said day was fixed as the hour at which the Honorable the Members of the Legislative Council and the Members of the Legislative Assembly were required to give their attendance in the State Parliament Houses, situate in the Carlton Gardens, in the City of Melbourne: And whereas it is expedient that the hour of Twelve o'clock noon on the said 18th day of June, 1901, should be the hour at which the said Parliament of Victoria should meet for the despatch of business instead of the hour of Two o'clock in the afternoon: Now therefore I, the Lieutenant-Governor of the State of Victoria aforesaid, in exercise of the power conferred by *The Constitution Act* aforesaid, do by this my Proclamation fix the hour of Twelve o'clock noon as the hour at which the Honorable the Members of the Legislative Council and the Members of the Legislative Assembly are required to give their attendance on Tuesday, the 18th day of June, 1901, at the said place, instead of Two o'clock in the afternoon as previously fixed.

Given under my Hand and the Seal of the State of Victoria, at Melbourne, this eleventh day of June, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

GOD SAVE THE KING !

Commissioners from His Excellency the Lieutenant-Governor appointed to open the said second Session of the Parliament having been introduced to the Council Chamber by the Acting Usher, His Honour Sir Hartley Williams said—

HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

His Excellency the Lieutenant-Governor, not thinking fit to be present in person, has been pleased to cause Letters Patent to issue under the Seal of the State constituting us his Commissioners to do in his name all that is necessary to be performed at the opening of this Session of this Parliament. This will more fully appear from the Letters Patent, which will now be read.

Then the said Letters Patent were read by the Acting Clerk as follow, viz.:—

EDWARD, by the Grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, Emperor of India :

WHEREAS by Proclamations made the fourth day of June instant and the eleventh day of June instant by His Excellency the Honorable Sir JOHN MADDEN, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, the said Sir JOHN MADDEN did fix Tuesday, the eighteenth day of June instant, as the time for the commencement and holding of the next Session of the Legislative Council and Legislative Assembly of Our said State, called The Parliament of Victoria, for the despatch of business, at Twelve of the clock at noon, in the State Parliament Houses, situate in the Carlton Gardens, in the City of Melbourne: And forasmuch as for certain causes the said Sir JOHN MADDEN cannot conveniently be present in person in the said Parliament at that time: NOW KNOW YE THAT WE, trusting in the discretion, fidelity, and care of Our trusty and well-beloved His Honour Sir HARTLEY WILLIAMS and His Honour JOSEPH HENRY HOOD, Justices of Our Supreme Court of Victoria, do give and grant by the tenor of these presents unto you the said Sir HARTLEY WILLIAMS and JOSEPH HENRY HOOD, or either of you, full power in Our name to begin and hold the said Session of Our said Parliament, and to do everything which for and by Us, or the said Sir JOHN MADDEN, shall be there to be done; commanding also by the tenor of these presents all whom it may concern to meet Our said Parliament, and to the said Sir HARTLEY WILLIAMS and JOSEPH HENRY HOOD, or either of them, that they diligently attend in the premises and form aforesaid. In testimony whereof We have caused the Seal of Our said State to be hereunto affixed.

WITNESS Our trusty and well-beloved the Honorable Sir JOHN MADDEN, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, at Melbourne, this seventeenth day of June, One thousand nine hundred and one, and in the first year of Our reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

Entered on Record by me in the Register of Patents, Book 24,
Page 245, this seventeenth day of June, One thousand
nine hundred and one.

CHARLES A. TOPP.

Then His Honour Sir Hartley Williams said :—

HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

We have it in command from His Excellency the Lieutenant-Governor to deliver the following Message :—

JOHN MADDEN,

Lieutenant-Governor.

Message No. 1.

The Lieutenant-Governor informs the Legislative Council that he has officially learned with the deepest regret that Our late Most Gracious Sovereign Her Majesty Queen Victoria departed this life at Osborne House, in the Isle of Wight, on the 22nd day of January, 1901.

The Lieutenant-Governor further informs the Legislative Council that on the 23rd day of January, 1901, His Most Gracious Majesty King Edward the Seventh was duly and lawfully proclaimed King of the United Kingdom of Great Britain and Ireland, Defender of the Faith, Emperor of India, Supreme Lord in and over, among other Territories, this State of Victoria, whereof public proclamation and due notification was fully and lawfully made by the Lieutenant-Governor within this State on the 31st day of January, 1901.

The Lieutenant-Governor, therefore, desires that, pursuant to the twenty-eighth section of *The Constitution Act Amendment Act 1890* honorable Members will, before they proceed to sit and vote in the Council, respectively take and subscribe the Oath of Allegiance set forth in the Second Schedule to the said Constitution Act to His Most Gracious Majesty King Edward the Seventh before Commissioners or a Commissioner duly authorized by the Lieutenant-Governor to attend in the Legislative Council Chamber, on the 18th day of June, 1901, to administer the same.

Government Offices,

Melbourne, 18th June, 1901.

2. COMMISSION TO ADMINISTER OATH TO MEMBERS.—Sir Hartley Williams, Commissioner from His Excellency the Lieutenant-Governor to administer the Oath of Allegiance to His Most Gracious Majesty King Edward the Seventh, then handed his Commission to the Acting Clerk, who read the same, as follows :—

By His Excellency the Honorable Sir JOHN MADDEN, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.

To Sir HARTLEY WILLIAMS, Knight, Judge of Our Supreme Court in our State of Victoria :

GREETING :

WHEREAS by the twenty-eighth section of *The Constitution Act Amendment Act 1890*, No. 1075, it is enacted that no Member either of the Legislative Council or the Legislative Assembly shall be permitted to sit or vote therein respectively until he has taken and subscribed before the Governor, or some person authorized by the Governor in that behalf, the Oath set out in the Second Schedule to the aforesaid Act, and that whensoever the demise of Her Majesty Queen Victoria or of any of Her successors to the Crown is notified by the Governor of Victoria to the said Council and Assembly the Members of the said Council and Assembly shall, before they are permitted to sit and vote therein respectively, take and subscribe the like Oath to the successor for the time being to the said Crown : And whereas I, the Lieutenant-Governor of the said State, have this day notified to the said Council and Assembly the demise of Our late Most Gracious Sovereign Lady Queen Victoria : Now therefore I, the Lieutenant-Governor of the said State, do by these presents command and authorize you to proceed to the State Parliament House, in the Carlton Gardens, in the City of Melbourne, on Tuesday, the eighteenth day of June instant, at Twelve of the clock at noon, then and there to administer the said Oath to the several Members of the said Legislative Council and Assembly.

Given under my Hand and the Seal of the State, at Melbourne, in the said State, this eighteenth day of June, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

Entered on Record by me in Register of Patents, Book 24,
page 245, this eighteenth day of June, One thousand nine
hundred and one.

CHARLES A. TOPP.

3. RETURNS TO WRITS.—The Acting Clerk announced that there had been received a return to a writ issued by the President for the election of a Member to serve for the Nelson Province, in the place of the Honorable W. H. S. Osmand, deceased, and by the indorsement on such writ it appeared that Steuart Gladstone Black, Esquire, of Glenormiston, grazier, had been duly elected in pursuance thereof ; also a return to a writ issued by His Excellency the Lieutenant-Governor for the election of a Member to serve for the South-Eastern Province in the place of the Honorable W. Knox, resigned, and by the indorsement on such writ it appeared that Duncan Elphinstone McBryde, Esquire, of Brighton, gentleman, had been duly elected in pursuance thereof.

4. SWEARING-IN OF MEMBERS.—The Honorables J. H. Abbott, S. Austin, J. Balfour, J. Bell, S. G. Black, F. Brown, T. Brunton, J. C. Campbell, T. Comrie, E. J. Crooke, Sir H. Cuthbert, J. M. Davies, T. Dowling, Dr. W. H. Embling, N. FitzGerald, G. Godfrey, F. S. Grimwade, C. J. Ham, D. Ham, T. C. Harwood, N. Levi, D. E. McBryde, W. McCulloch, J. Y. McDonald, D. Melville, E. Miller, E. Morey, W. Pearson, W. Pitt, J. M. Pratt, R. Reid, A. O. Sachse, G. Simmie, Sir A.

Snowden, J. Sternberg, N. Thornley, J. A. Wallace, W. I. Winter-Irving, Sir H. J. Wrixon, and A. Wynne, having severally approached the Table, took and subscribed the Oath required by law, and severally delivered to the Acting 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 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 nineteen 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 One hundred and forty 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 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 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 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 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 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 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 Dunolly, and are known as my property, being allotments 4, 5, 6, 7, and 9 of section 26, and allotments 8^b 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 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, STEUART GLADSTONE BLACK, 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 thousand and eighty-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 Mortlake, and are known as "The Sisters' Estate," comprising—

"In the parish of Kolora.

"Section V., allotments A and B; section VI., allotments A and B; section VII., allotments A, B, and C; section VIII., allotments, 6, 7, and 8.

"In the parish of Ellerslie.

"Allotments 40, 41B, 41B², 42A, 42B, 43A, 43B, 44, 45, 46, 47, 48, 49, 30B, 27B, part of 30A, part of 27A, and part of 26.

"In the parish of Framlingham East.

"Allotments 7 and 8.

"In the parish of Keilambete.

"Section V., allotments 1, 2, 3, and 4; section VI., allotments 1, 2, and 3; section VII., allotments A and B; section VIII., allotments 1 and 2; section IX., allotments A^A, A^B, B, C, D^A, and D^B; section X., allotments 1 and 2; section XX., allotment A.

"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 two hundred and eighty-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.

"STEUART G. BLACK."

"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 P¹, 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 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 lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"THOMAS BRUNTON."

"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 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 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, 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 Holey 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, HENRY CUTHBERT, 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 the city of Ballarat and shire of Ballarat, and are known as—

"Part of allotment 1 of sec. 9, city of Ballarat, and

"Allotment 2 of sec. 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 the city 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, JOHN MARK DAVIES, 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 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 Lilydale, and are known as Crown allotments fifty-six, fifty-seven, and fifty-eight, parish of Wandin Yallock, county of Evelyn, containing six hundred and twenty-five acres and twenty perches or thereabouts.

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

"JNO. M. DAVIES."

"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,' lands belonging to Messrs. Cole and Dodds, on the south by township of Darlington, on the east by 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.

"WILLIAM HENRY EMBLING."

"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 St. Kilda, county of Bourke.

"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 and seventy-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.

"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 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 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 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 ten 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 ten 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 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.

"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 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 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 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 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, THOMAS CHARLES HARWOOD, 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 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 of Newtown and Chilwell and Queenscliff, and are known respectively as 'Hawthorn,' Skene-street, Newtown, Geelong, and 'Graylings,' Swanston-street, Queenscliff.

"And I further declare that such of the said lands or tenements as are situate in the municipal district of Newtown and Chilwell 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 Queenscliff are rated in the rate-book of such district upon a yearly value of 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 hereditaments, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council.

"THOS. C. HARWOOD."

"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 Two hundred and eleven 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, 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 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; lot 66, part of Crown allotments 7 and 14, parish of Mordialloc, East 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 Ninety-six 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 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.

"NATHL. LEVI."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, DUNCAN ELPHINSTONE MCBRYDE, 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 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

Brighton, and are known as 'Kamesburgh,' containing ten acres or thereabouts, being part of Dendy's special survey at Brighton, and situate at the angle of North-road and Cochrane-street, and purchased by me for the sum of Twelve thousand two hundred pounds.

"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 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.

"D. E. MCBRYDE."

"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 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 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-books 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, 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.

"J. Y. 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.

"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 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 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 Kew and Melbourne, and are known as part of 'Findon' Estate, being land (1) measuring four acres, situate corner of Barker's-road and Findon-street; (2) land having frontage of forty-nine feet to Exhibition-street, Melbourne, with buildings thereon.

"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 One hundred and forty-five 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 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.

"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 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-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 State 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 Rosedale, and are known as Kilmany Park, Sale.

"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 thousand three hundred and eighty-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.

"WM. PEARSON."

"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, 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, ROBERT REID, merchant, Melbourne, 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 twelve 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 Beaconsfield, shire of Berwick, and are known as 'Mount Pleasant,' Pakenham, being lots 1, 12, 13, 20, and 47, Pakenham, 448 acres.

"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 twelve 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.

"ROBERT REID."

"In compliance with the provisions of the Act 54 Victoria, No. 1075, I, ARTHUR OTTO SACHSE, 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 twenty-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 Prahran, and are known as 'Thrapston,' Toorak-road, South Yarra.

"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 Two hundred and twenty-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.

"A. O. SACHSE."

"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 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 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 thirty-eight feet nine inches 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 and 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.

"ARTHUR SNOWDEN."

"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 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, NATHAN THORNLEY, 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 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 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 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 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 and forty 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 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.

“JOHN A. WALLACE.”

“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 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 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.

“Carpenteit, „ 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 three hundred and fifty-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.

“AGAR WYNNE.”

His Honour Sir Hartley Williams attested the Oath Roll.

Then His Honour Sir Hartley Williams said—

HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

We have a further command from His Excellency to inform you that, later on, His Excellency will declare to you in person, in this place, his reasons for calling this Parliament together at the present time.

The Commissioners withdrew.

5. ELECTION OF PRESIDENT.—The Acting Clerk announced that the time had arrived for proceeding to the election of a President of the Council.

The Honorable N. Thornley, addressing the Acting Clerk, proposed to the Council for their President the Honorable Sir Henry John Wrixon; and moved, That the Honorable Sir Henry John Wrixon do take the Chair of the Council as President, which motion was seconded by the Honorable T. Brunton.

The Honorable Sir Henry John Wrixon, addressing the Acting Clerk, expressed the high sense he had of the honour proposed to be conferred upon him, and submitted himself to the Council.

The Council then unanimously calling the Honorable Sir Henry John Wrixon to the Chair, he was taken out of his place by the Honorable N. Thornley and the Honorable T. Brunton and conducted to the Chair; and, standing on the daïs, he returned his acknowledgments to the Council for the great honour that had been conferred upon him, and thereupon he took the Chair of the President.

Then the Honorables A. Wynne, Sir H. Cuthbert, C. J. Ham, and N. FitzGerald congratulated the Honorable the President.

6. RECEPTION OF THE PRESIDENT-ELECT BY THE LIEUTENANT-GOVERNOR.—The Honorable A. Wynne announced that His Excellency the Lieutenant-Governor would be pleased to receive the Honorable the President-elect at a quarter past two o’clock, in the Committee room of the Legislative Council, in the State Parliament Houses.

The President-elect, accompanied by honorable Members, at the time appointed proceeded to the said Committee room—

And being returned, the President took the Chair and read the Prayer.

The President reported that, accompanied by honorable members, he had presented himself to the Lieutenant-Governor, who had been pleased to approve of the choice made by the Council, and had addressed him in the following terms:—

Mr. President,

I learn with much pleasure the choice made by the Legislative Council in your appointment to fill the high and honorable position of President of that Chamber, and I feel assured that you will uphold the dignity of the distinguished office to which you have been elected.

JOHN MADDEN.

7. APPROACH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The approach of His Excellency the Lieutenant-Governor was announced by the Acting Usher.

His Excellency came into the Council Chamber, and commanded the Acting 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 in order that I may avail myself of your advice and assistance with regard to matters of importance.

The death of Her Majesty Queen Victoria, who was revered and beloved throughout the length and breadth of Her dominions, not only plunged the British nation into the greatest grief, but also evoked expressions of deepest sympathy throughout the whole world. The wisdom displayed by Her Majesty in affairs of State during Her long and illustrious reign, the sympathy She ever exhibited with all that concerned the welfare and happiness of Her people, Her spotless personal character, and the purity of Her Court, commanded the reverence, gratitude, affection, and admiration of Her subjects,*and called forth the strongest feelings of loyalty and devotion.

The accession of His Majesty King Edward VII. has been hailed with enthusiasm, and fervent hopes are entertained that His Majesty may long be spared to rule over a loyal, devoted, and happy people.

The inauguration of the Commonwealth on the first day of the century marked an epoch of the highest importance in the annals of Australia. The Federal Union happily consummated gives every promise of being the means of the greater development of the resources of Australia, the strengthening of her influence and power as a part of the Empire, and the continued and ever-increasing happiness and prosperity of the people. The importance of this great event has been further emphasized by the opening of the first Parliament of the Commonwealth by the Heir to the Throne. The visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York, in accordance with the expressed intention of Her late Majesty Queen Victoria, and in obedience to the command of His Majesty the King, is an event which will ever live in the memory of Australians. The warm and hearty welcome everywhere extended to Their Royal Highnesses is but another expression of the loyalty of the people of this distant part of the Empire.

As the Commonwealth of Australia Act provides that the Federal Parliament shall meet in Melbourne until the establishment of a Federal Capital, My Advisers, being desirous of affording every facility and showing every courtesy to the Members of that Parliament, determined, as authorized by the *Commonwealth Arrangements Act* 1900, to offer the Federal Government the alternative of holding the sessions of its Parliament either in the buildings formerly occupied by the State Parliament or in the new chambers at the Exhibition Building. This was accordingly done, and the Government of the Commonwealth selected the first-mentioned building.

Owing to difficulties having been experienced as the result of certain defects in our Constitution, and in view of the altered conditions brought about by the accomplishment of Federation, it is the intention of My Advisers to introduce a Bill providing for the election by the people of a Convention charged with the duty of considering what amendments in the law are required as regards both Chambers of the Legislature, and of framing a measure for the amendment of the Constitution accordingly. Provision will be made that the Bill framed by the Convention, after being discussed in Parliament, shall be submitted to a direct vote of the electors, after which My Advisers have no doubt that the clearly-expressed will of the people will speedily be clothed with legislative sanction.

The measure passed last session for the provision of Old-age Pensions was of a temporary character. The claims made under that Act have been far more numerous than was anticipated, and the sum of £75,000 provided therein has proved to be quite inadequate to meet the demands. My Advisers have therefore been compelled to take the responsibility, in anticipation of the sanction of Parliament, of making advances largely exceeding the amount authorized. A Bill will be introduced making an Old-age Pension scheme a permanent measure, providing for the increased expenditure found to be necessary, giving a wider power of recognising the claims of those of advanced years who have been unsuccessful in the battle of life, and have (through no fault of their own) been unable to provide for their old age, while at the same time stringently guarding the interests of the State as against unworthy and undeserving applicants.

The necessity for a reform of the educational system has engaged the attention of various Parliaments, and also of the public, for some time past. In order to meet the need for improvement, and to provide for the extension of the system in accordance with the most modern views, a Bill will be introduced providing for the abolition of the system of payments by results, and the adoption of a fixed scale of salaries for teachers. These changes will involve a revision of the present classification scheme, of the present methods of inspection and examination of schools, and of the training of teachers. Provision will also be made in the Bill for the better carrying out of the compulsory clauses of the Education Act ; for imparting technical instruction, including the necessary preparatory teaching ; and for the registration of schools and teachers other than those under the control of the Minister of Public Instruction.

My Ministers are convinced that, upon the adoption of a more active and systematic State policy in relation to primary production, the material advancement and prosperity of Victoria largely depend. Agriculture, and all kindred occupations, must now be considered in the light of constantly progressing science, and as demanding the application of the most advanced principles and methods. My Advisers have, therefore, determined to so remodel the working of the Agricultural Department as to lead, it is hoped, to Victoria taking her place amongst the foremost countries of the world in point of productiveness as regards all that pertains to the cultivation of the soil. A Director of Agriculture will be appointed, of approved experience, to whom will be intrusted the duty of directing and supervising the work of those engaged in the practical labours of the Department. Arrangements will also be made for improving the Commercial Branch of

the Department's work, including the reception, preservation, grading, and exporting of all classes of perishable products at the lowest possible freight rates. The Official Agency of the Department in London will be placed on such a basis as will render it a thoroughly useful business medium, and as will tend to the expansion of our export trade by every possible means. Endeavours will also be made to arrange with the Governments of the other States, and of New Zealand, for a conference of Ministers of Agriculture, with the view of securing, if possible, more united action, combined with economy of administration.

My Advisers, recognising that the agricultural and producing interests of the State depend very largely for their prosperity upon ready and efficient means of transport, have resolved to adopt a policy of railway extension which will meet these requirements, and will enable producers in remote districts to find adequate facilities for the conveyance of their commodities to market at a reasonable cost.

With a view to prevent a recurrence of the extreme inconvenience to which our producers have been subjected during past seasons, and also in view of the certainty of a greatly increased railway traffic, consequent upon Federation and the removal at an early date of all barriers between the States, My Advisers have anticipated the authority of Parliament by providing for additional rolling-stock, and purpose asking, during the present session, for authority to construct about one thousand additional vehicles of various kinds. In this connexion it is most gratifying to be able to announce a very substantial increase in the railway revenue, amounting for the financial year to over a quarter of a million pounds.

Provision will be made for more adequately supplying wharfage and pier accommodation to cope with the continually increasing demands of our export trade.

The evils consequent upon the recent dry seasons in the Northern areas have emphasized the advantages which must accrue from the carrying out of well-considered schemes of Water Supply. Considerable relief has been afforded to struggling farmers by means of works already constructed; and the desirability of the construction, in the immediate future, of works of much greater importance is receiving the earnest attention of the Department of Water Supply.

Experience has shown that several amendments of the Mines Act are imperatively necessary, and a Bill will be prepared accordingly. Recognising the importance of ultimately securing, within the boundaries of the State, an ample supply of coal, the Department of Mines is taking active steps for establishing beyond doubt the exact extent of the carboniferous areas, and for the better working of known coal seams, and My Advisers will submit for your consideration a Coal Mines Regulation Bill.

My advisers recognise the need of extreme caution in dealing with the finances of the State at this transition period of its history, and they feel that this careful policy will have to be continued until the amount of revenue likely to be received from the Federal Treasury can be more accurately estimated.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

The Estimates for the ensuing financial year, which will be submitted to you, have been framed with a due regard to economy on the one hand and to public necessities on the other.

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

My Government has received several valuable reports from the Inspector-General of Penal Establishments, who was commissioned to visit and report on the prison systems of Great Britain, and of parts of the Continent and the United States, with a view to the adoption, in dealing with prisoners in this State, of the most modern reformatory methods that have stood the test of experience. These reports are now under consideration, and it is the intention of My Advisers to introduce such changes into our prison system and method of dealing with criminals as may be necessary to give every possible chance of reformation, and of earning an honest livelihood, to offenders against the law.

In another Department, having charge of a large number of unfortunates for whose welfare the State becomes responsible, My Advisers consider that there is room for improved administration and the introduction of more modern methods of treatment. The Government has under consideration legislation for amending the Lunacy Act, and proposes to ask for the necessary funds to provide ampler and more suitable accommodation for certain classes of patients, to secure more complete classification of all the inmates, and prevent the necessity for committing for observation to an Asylum or Gaol persons of whose sanity there is some doubt.

Experience has shown that the measure passed some years ago to secure better protection to infant life is not free from defects, and it is the intention of My Advisers to introduce a Bill to provide for necessary amendments in this Act.

For some time past the Commissioners of Audit have been required to administer the Public Service Act, as well as to audit the Public Accounts. This arrangement has not been altogether advantageous, and My Government propose to take the opportunity of the early retirement of the present Commissioners and the transfer of some of the Departments to the Commonwealth, to make more satisfactory provision for carrying out these important duties.

You will be asked to provide a further sum of £150,000 to assist fourth, fifth, and sixth class municipalities to carry out urgent works; the expenditure of that amount to be spread over a period of three years.

Some of the local governing bodies have suffered hardship by reason of their having had to maintain in repair main roads passing through their districts, over which a large traffic competing with the railways is continually passing, for places beyond, but from which traffic no local benefit is derived. In order to afford relief in such cases, My Advisers will submit to you a measure permitting such municipalities, if they so desire, to establish, subject to the consent of the Governor in Council in each case, a system of toll, so that the persons using the roads shall bear a fair share of the cost of their maintenance.

A Bill dealing with the reclassification of shires will also be laid before you.

The question of the settlement of trade disputes by means of Courts of Conciliation and Arbitration has been under the consideration of My Advisers, and they will lay before you a measure dealing with the matter.

A Bill to consolidate and thus simplify the Land Acts now in force is being prepared for your consideration, also a measure dealing fully with Forests and Forest Conservation.

Bills will be introduced for amending the Vermin Destruction Act, the Factories Act, the Marine Act, the Marriage Act, the Railway Lands Acquisition Act, the Exported Products Act, and the Poisons Act; also Bills providing for the Reclassification of the Railway Employés; the Inspection and Regulation of Boilers and Scaffolding; the Abolition of Trading Coupons; the Prevention of the Adulteration of Foods and Beer; the Registration of Brands; and the Licensing of Gold Buyers.

I now leave you to your deliberations, and I pray that, by the blessing of Divine Providence, your labours may conduce to the progress and 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 Lieutenant-Governor left the Chamber.

The Legislative Assembly then withdrew.

8. COMMISSION TO ADMINISTER OATH TO MEMBERS.—The President announced that he had received from His Excellency the Lieutenant-Governor the following Commission, which was read by the Acting Clerk :—

By His Excellency the Honorable Sir JOHN MADDEN, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies, in the Commonwealth of Australia.

To The Honorable Sir HENRY JOHN WRIXON, K.C.M.G., K.C., President of the Legislative Council of the State of Victoria :

GREETING :

WHEREAS by the twenty-eighth section of *The Constitution Act Amendment Act 1890*, No. 1075, it is enacted that no Member either of the Legislative Council or the Legislative Assembly shall be permitted to sit or vote therein respectively until he has taken and subscribed before the Governor, or some person authorized by the Governor in that behalf, the Oath set out in the Second Schedule to the aforesaid Act : Now therefore I, the Lieutenant-Governor aforesaid, do by these presents command and authorize you from time to time, in the State Parliament House, in the Carlton Gardens, in the City of Melbourne, to administer the said Oath to such Members of the said Legislative Council as have not already taken and subscribed the same to His Majesty King Edward the Seventh.

(L.S.) Given under my hand and the Seal of the State, at Melbourne, in the said State, this eighteenth day of June, in the year of Our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

Entered on Record by me in Register of Patents, Book 24,
page 246, this eighteenth day of June, One thousand
nine hundred and one.

CHARLES A. TOPP.

9. MARINE ACT 1890 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That he have leave to bring in a Bill to amend section one hundred and eighty-eight of the *Marine 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 One hundred and eighty-eight of the 'Marine 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 next.

10. CLERK OF THE PARLIAMENTS.—LEAVE OF ABSENCE TO GEORGE HENRY JENKINS, ESQUIRE, C.M.G.—The President said—

Before I call on Notices of Motion, I desire to read a letter which I have received from the late Clerk of this House, Mr. George Henry Jenkins, which he has asked me to read to this House, and which, in accordance with constitutional practice in the old country, I now read as follows :—

The Parliament of the Commonwealth.

DEAR MR. PRESIDENT,

Parliament House, Melbourne,
18th June, 1901.

I beg to inform you that the Right Honorable the Prime Minister of Australia has done me the honour of offering me temporarily the position of Clerk of the House of Representatives in the Parliament of the Commonwealth, and I have decided to accept that office for the present Session.

I applied accordingly to be allowed leave of absence from my duties as Clerk of the Parliaments and Clerk of the Legislative Council, which Sir William Zeal, when President, was good enough to grant me, and strongly recommended my application for the favorable consideration of the Government, and I have now received an official intimation from the Honorable the Premier of Victoria intimating that my application for leave has been approved of by the Governor in Council.

In severing for a time my connexion with your honorable House I need scarcely say that I do so with the keenest regret, although I feel great pride in being afforded the opportunity of placing at the disposal of the Parliament of the Commonwealth the best services of which I am capable.

To you, Mr. President, and to all honorable members, I must express my most heartfelt thanks for the great consideration and unfailing courtesy with which you have ever treated me while holding the high and responsible position of Clerk of the Parliaments of Victoria, and the memory of your kindness will remain with me to the end of my life.

With feelings of the greatest respect and affection for yourself and all honorable members, I beg to subscribe myself,

My dear Mr. President,
Yours most faithfully,
GEORGE H. JENKINS.

The Honorable the President of the Legislative-Council.

I think it right to say that, having myself been acquainted with Mr. Jenkins for a parliamentary life-time, both in the Lower House and in the Upper House of the Legislature of this colony, I can bear testimony to his unfailing attention to business, his great knowledge of parliamentary practice, his perfect impartiality in giving his services to the Government of the day, and also to all the Members of the Legislature. I have derived considerable assistance from him at different times in my legislative career, and it is only right I should acknowledge that debt and express the wish, which I am sure will be shared by all honorable Members of this House, that in his new sphere he may have a most happy and successful career.

11. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Acting Clerk :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 2.

The Lieutenant-Governor informs the Legislative Council that he has caused the following Bill intituled "*An Act relating to Members of the Federal Parliament of the Commonwealth of Australia,*" which was reserved for the signification of Her late Majesty's pleasure thereon, and which received His Majesty's assent on the 25th March last, to be proclaimed in the *Victoria Government Gazette*, a copy of which Proclamation is hereto annexed.

Government Offices,
Melbourne, 18th June, 1901.

THE ROYAL ASSENT TO AN ACT RELATING TO MEMBERS OF THE FEDERAL PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA.

PROCLAMATION.

WHEREAS by *The Constitution Statute* it was amongst other things enacted that the provisions of the Act of the fourteenth year of the reign of Her late Majesty, Queen Victoria, chapter fifty-nine, and of the Act of the fifth and sixth years of the reign of Her said late Majesty, chapter seventy-six, *For the Government of New South Wales and Van Diemen's Land*, which relate to the giving and withholding of His Majesty's assent to Bills, and the reservation of Bills for the signification of His 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 His 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 Lieutenant-Governor of the State of Victoria, in the Commonwealth of Australia, 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 relating to Members of the Federal Parliament of the Commonwealth of Australia,*" which was reserved for the signification of Her late Majesty's pleasure thereon, has been laid before His Majesty in Council, and that by an Order in Council made at the Court at Windsor, and bearing date the twenty-fifth day of March, One thousand nine hundred and one, a copy whereof is hereto appended, His Majesty has been pleased to assent to the same.

Given under my Hand and the Seal of the State of Victoria, at Melbourne, this sixteenth day of May, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,
ISAAC A. ISAACS,
Attorney-General.

GOD SAVE THE KING!

At the Court at St. James's, the twenty-fifth day of March, 1901.

PRESENT:

The King's Most Excellent Majesty.

Lord President	|	Hon. Sir Spencer Ponsonby-Fane
Lord Chamberlain	|	Colonel Saunderson
Earl of Northbrook	|	General Sir Dighton Probyn.

WHEREAS by an Act passed in the fifth and sixth years of the reign of Her late Majesty, Queen Victoria, entitled "*An Act for the Government of New South Wales and Van Diemen's Land,*" it is amongst other things provided that no Bill which shall be reserved for the signification of His

Majesty the King'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 His Majesty in Council, and that His Majesty has been pleased to assent to the same :

And whereas by another Act passed in the thirteenth and fourteenth years of Her late 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 His 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 late 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 on the 17th day of October, 1900, the Governor of the said Colony of Victoria reserved a certain Bill passed by the Legislative Council and Legislative Assembly of the said Colony, entitled "*An Act relating to Members of the Federal Parliament of the Commonwealth of Australia*" for the signification of Her late Majesty's pleasure thereon :

And whereas the said Bill so reserved as aforesaid has been laid before His Majesty in Council, and it is expedient that the said Bill should be assented to by His Majesty :

Now therefore His Majesty, in pursuance of the said Acts, and in exercise of the powers thereby reserved to His Majesty as aforesaid, doth by this present Order, by and with the advice of His Majesty's Privy Council, declare his assent to the said Bill.

A. W. FITZROY.

12. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor :—

Australasian Statistics for the year 1899.

Penal Establishments and Gaols—

Report of the Inspector-General on Prison Systems of Europe and America.

Report of the Inspector-General on the New York State Reformatory at Elmira.

Statistical Register of the Colony of Victoria for the Year 1899—

Appendix to Part III., Population—Municipal Finances.

Part IX.—Social Condition.

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 Acting Clerk :—

Dentists Act 1898.—Regulations.

Report of the Country Fire Brigades Board for the year ended 31st December, 1900, together with Statement of Receipts and Expenditure and Assets and Liabilities for that period.

Report respecting Applications and Proceedings under the Electric Light and Power Act 1896 for the year 1900.

Explosives Acts.—Regulations.

Income Tax Acts.—Regulations.

Metropolitan Fire Brigades Board.—Report for year ending 31st December, 1900.

Public Library, Museums, and National Gallery of Victoria.—Report of the Trustees of the— for 1900, with a Statement of Income and Expenditure for the financial year 1899–1900.

Public Service Acts.—Regulations.

Rules of the Supreme Court 1890.—Amendments.

Supreme Court Act 1895.—Probate and Administration Fees.

Water Act 1890—

Bacchus Marsh Irrigation and Water Supply Trust—

Graduated Rate.—Regulation No. 8.

Reduction in Number of Commissioners and Alteration in Representation of Commissioners for the Irrigation Division of the Trust District.

Benjeroop and Murrabit Irrigation and Water Supply Trust—

Regulation for fixing Charges for Water for 1901.

Rating Regulation.

Increase of Trust District, and Alteration of Boundaries.

Bright Waterworks Trust.—Application for an additional Loan of £500.

Campaspe Irrigation and Water Supply Trust—

Appointment of a Commissioner.

Rating Regulation.

Carrum Irrigation and Water Supply Trust.—Rating Regulation.

Cohuna Irrigation and Water Supply Trust—

Additional Loan.

Regulation No. 22.

Minimum Rates for year 1901.

East Boort Irrigation and Water Supply Trust.—Increase of Trust District.

Gunbower West Irrigation and Water Supply Trust—

Rating Regulation.

Regulation for the Sale of Water.—Regulation No. 2.

Regulation for the Sale of Water.—Regulation No. 3.

Kerang East Irrigation and Water Supply Trust.—Rating Regulation.

- Koondrook and Myall Irrigation and Water Supply Trust—
Rating Regulation.
Decrease of Trust District.
- Leaghur and Meering Irrigation and Water Supply Trust.—Rating Regulation.
- Macorna North Irrigation and Water Supply Trust.—Graduated Rate (Draft form).—
Regulation No. 9.
- Marquis Hill Irrigation and Water Supply Trust.—Rating Regulation.
- North Boort Irrigation and Water Supply Trust.—Rating Regulation.
- Rodney Irrigation and Water Supply Trust—
Additional Loan.
Regulation No. 19.
- St. Arnaud Borough Waterworks Trust.—Application for an additional Loan of £1,000.
- Swan Hill Irrigation and Water Supply Trust.—Rating Regulation.
- Tragowel Plains Irrigation and Water Supply Trust—
Graduated Rate.—Regulation No. 17.
Graduated Rate.—Regulation No. 18 (Draft form).
- Twelve Mile Irrigation and Water Supply Trust.—Rating Regulation.
- Warrnambool Waterworks Trust.—Application for an additional loan of £2,000.
- Western Wimmera Irrigation and Water Supply Trust.—Regulation No. 28.

13. SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The President reported the Speech of His Excellency the Lieutenant-Governor.
The Honorable G. Godfrey moved, That a Committee be appointed to prepare an Address to His Excellency the Lieutenant-Governor in reply to His Excellency's Opening Speech.
Question—put and resolved in the affirmative.
The Honorable G. Godfrey moved, That the Committee consist of the Honorables G. Godfrey, D. Ham, J. Y. McDonald, E. Morey, A. O. Sachse, and J. Sternberg.
Question—put and resolved in the affirmative.
The Committee retired to prepare the Address.

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 an Address to His Majesty the King, and also an Address to His Excellency the Lieutenant-Governor, adopted this day by the Legislative Assembly, with which Addresses they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 18th June, 1901.

F. C. MASON,
Speaker.

The Address to His Majesty the King was read by the President, and is as follows :—

TO THE KING'S MOST EXCELLENT MAJESTY—
MOST GRACIOUS SOVEREIGN :

We, the Legislative Assembly of Victoria, in Parliament assembled, embrace the first opportunity we have had since the death of our late beloved Sovereign, Queen Victoria, to assure Your Majesty that we deeply sympathize in the great sorrow which Your Majesty has sustained by that mournful event.

We submit to Your Majesty our respectful congratulations on Your Accession to the Throne, and hope that, under the Divine Blessing, Your Majesty may enjoy a long and prosperous reign, and that it may be marked by a continuance of the progress and happiness participated in by all classes of the British race during the reign of Your illustrious Mother.

The Honorable A. Wynne 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 A. Wynne 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."

The Address to His Excellency the Lieutenant-Governor was read by the President, and is as follows :—

We, the Legislative Assembly of Victoria, in Parliament assembled, respectfully request that Your Excellency will be pleased to communicate, by cable, to the Principal Secretary of State for the Colonies, the accompanying Address, for presentation to His Majesty the King.

The Honorable A. Wynne 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 A. Wynne 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."

15. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The Honorable G. Godfrey presented the Address which had been agreed to by the Committee, and the same was read by the Acting Clerk, and is as follows :—

To His Excellency the Honorable Sir JOHN MADDEN, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies, in the Commonwealth of Australia.

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 Your Excellency has been pleased to address to Parliament, and we further express our deep sorrow at the irreparable loss occasioned by the death of Her late Gracious Majesty Queen Victoria.

The Honorable G. Godfrey moved, That the Council agree with the Committee in the said Address.
Debate ensued.

The Honorable J. Sternberg moved, That the debate be now adjourned.
Debate ensued.

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

Ordered—That the debate be adjourned until Tuesday next.

16. ADJOURNMENT.—The Honorable A. Wynne moved, That the Council, at its rising, adjourn until Tuesday next at half-past four o'clock.

Question—put and resolved in the affirmative.

And then the Council, at forty-eight minutes past five o'clock, adjourned until Tuesday next.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

1

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 1.

TUESDAY, 25TH JUNE, 1901.

Question.

- . The Hon. N. LEVI : To ask the Honorable the Solicitor-General what arrangements have been entered into with reference to the accommodation of the Federal Parliament, and if any proposals have been submitted respecting same or agreed to, will he have a copy laid upon the Table of this House.

NOTICES OF MOTION :—

1. The Hon. A. WYNNE : To move, That Mr. President be requested to convey to George Henry Jenkins, Esq., C.M.G., on his temporary retirement from the office of Clerk of this House, the assurance of its cordial respect and regard, together with its high appreciation of his prolonged and valuable services, and of the accurate knowledge and ready advice which he has on all occasions placed at the service of Members of this House.
2. The Hon. A. WYNNE : 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.
3. The Hon. A. WYNNE : To move, That the Honorables the President, J. H. Abbott, S. Austin, J. M. Davies, N. FitzGerald, G. Godfrey, D. E. McBryde, Sir A. Snowden, N. Thornley, and the Mover be Members of the Select Committee on the Standing Orders of the House ; three to be the quorum.
4. The Hon. A. WYNNE : To move, That the Honorables the President, W. McCulloch, W. Pitt, A. O. Sachse, and W. I. Winter-Irving, be Members of the Joint Committee to manage and superintend the Parliament Buildings.
5. The Hon. A. WYNNE : To move, That the Honorables the President, Sir H. Cuthbert, T. Dowling, C. J. Ham, and D. Melville be Members of the Joint Committee to Manage the Library.
6. The Hon. A. WYNNE : To move, That the Honorables J. C. Campbell, J. M. Pratt, G. Simmie, J. A. Wallace, and W. I. Winter-Irving be Members of the Joint Committee to manage the Refreshment Rooms.
7. The Hon. A. WYNNE : To move, That the Honorables the President, T. Burton, T. Comrie, F. S. Grimwade, D. Ham, N. Levi, J. Y. McDonald, E. Miller, R. Seid, and J. Sternberg be Members of the Printing Committee ; three to be the quorum.
8. The Hon. A. WYNNE : To move, That authority be given by the Council for the Members of the *Hansard* staff to sit at the Table to report the debates, during the pleasure of the House.

ORDERS OF THE DAY :—

1. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR—Consideration of Report of Committee—*Resumption of Debate.*
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 18TH JUNE, 1901.

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

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

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VICTORIA.

No. 2.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 25TH JUNE, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **ADJOURNMENT.**—The Honorable N. Levi 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 N. Levi then said that he proposed to speak on the subject of the Draft Agreement between the State Government and the Federal Government with reference to the occupation of Parliament House, Spring-street, and moved, That the House do now adjourn.
Debate ensued.
Question—put and negatived.
5. **DAYS OF BUSINESS.**—The Honorable A. Wynne 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 A. Wynne moved, That the Honorables the President, J. H. Abbott, S. Austin, J. M. Davies, N. FitzGerald, G. Godfrey, D. E. McBryde, Sir A. Snowden, N. Thornley, and the Mover 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 A. Wynne moved, That the Honorables the President, W. McCulloch, W. Pitt, A. O. Sachse, and W. I. Winter-Irving be Members of the Joint Committee to manage and superintend the Parliament Buildings.
Question—put and resolved in the affirmative.
8. **LIBRARY COMMITTEE.**—The Honorable A. Wynne moved, pursuant to *amended* notice, That the Honorables the President, Sir H. Cuthbert, F. S. Grimwade, C. J. Ham, and D. Melville be Members of the Joint Committee to Manage the Library.
Question—put and resolved in the affirmative.
9. **REFRESHMENT ROOMS COMMITTEE.**—The Honorable A. Wynne moved, That the Honorables J. C. Campbell, J. M. Pratt, G. Simmie, J. A. Wallace, and W. I. Winter-Irving be Members of the Joint Committee to manage the Refreshment Rooms.
Question—put and resolved in the affirmative.

10. **PRINTING COMMITTEE.**—The Honorable A. Wynne moved, pursuant to *amended* notice, That the Honorables the President, T. Brunton, T. Comrie, T. Dowling, D. Ham, N. Levi, J. Y. McDonald, E. Miller, R. Reid, and J. Sternberg be Members of the Printing Committee; three to be the quorum.
Question—put and resolved in the affirmative.
11. **HANSARD.**—The Honorable A. Wynne moved, That authority be given by the Council for the members of the *Hansard* staff to sit at the Table to report the debates, during the pleasure of the House.
Debate ensued.
Ordered—That the motion be postponed.
12. **PAPERS.**—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—
Melbourne and Metropolitan Board of Works Inquiry.—Report of the Board appointed to inquire into certain matters concerning the Melbourne and Metropolitan Board of Works; together with Minutes of Evidence.
Fourteenth Report of the Royal Commission on State Forests and Timber Reserves.—Forestry in Victoria, Australia: The Legislation, Control, and Management requisite; with some account of the Forest Resources of the other Colonies of Australasia, and of Forestry in other Colonies.
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 Acting Clerk:—
Companies Act 1896.—Rules under Division VII.—Eleventh Schedule.—Return by Prothonotary of Business of Court.
The Parliamentary Standing Committee on Railways.—Ninth General Report.
Melbourne and Metropolitan Board of Works.—Statements of Accounts and Balance-sheet (as certified by the Commissioners of Audit), together with Schedule of Contracts, for Year ended 30th June, 1900.
Brunswick Lands Purchase Act 1900—Regulations under the.—Workmen's Homes.
Land Act 1890, Section 85—Schedule of Swamp Leases containing Special Conditions.
Land Act 1890-91, Section 69—
Schedule No. 12.—Country Lands to be offered for Sale by Public Auction during the year 1901.
Schedule No. 13.—Country Lands to be offered for Sale by Public Auction during the year 1901.
Land Acts—
Additions and Alterations to Regulations.
Addition to Regulations.
Alteration of Regulations.
Alteration of Regulations.
Additional Regulations.
Alteration of Regulations.
Victorian Railways—
Report of the Victorian Railways Commissioner for the Quarter ending 31st December 1900.
Report of the Victorian Railways Commissioner for the Quarter ending 31st March, 1901.
Water Act 1890.—Macorna North Irrigation and Water Supply Trust.—Graduated Rate. Regulation No. 9.
13. **ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.**—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 Lieutenant-Governor, having been read.
Debate resumed.
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 to-morrow.
14. **POSTPONEMENT OF ORDER OF THE DAY.**—Ordered—That the consideration of the following Order of the Day be postponed until to-morrow:—
Marine Act 1890 further Amendment Bill.—Second reading.
And then the Council, at forty-five minutes past nine o'clock, adjourned until to-morrow.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 2.

WEDNESDAY, 26TH JUNE, 1901.

Questions.

1. The Hon. G. GODFREY : To call the attention of the House to the fact that it has been found necessary in Great Britain to bring in a measure called the Demise of the Crown Bill, to prevent the vacating of offices by Ministers of the Crown, which takes place upon the death of an English Sovereign, and to make such measure retrospective ; and to ask the Honorable the Solicitor-General whether the Ministers of the State of Victoria did not vacate their seats in the Council and Assembly when they were re-appointed to their positions upon the accession of His Majesty King Edward the Seventh, and whether it is proposed by the Government to bring in a similar measure.
2. The Hon. J. BALFOUR : To call the attention of the Honorable the Solicitor-General to the fact that a Report was presented to His Excellency the Governor, on the 17th August, 1899, by the Board appointed "to inquire into and report respecting the treatment of habitual drunkards," and that this Report was afterwards presented to Parliament by his Excellency's command, and that this Report concluded with the words—"We sincerely hope that our Report will receive early attention for the question at issue is of so serious a character as to demand immediate legislation on the subject"; and to ask whether the Government will bring in a Bill during this Session to deal with this clamant question.

General Business.

NOTICE OF MOTION:—

1. The Hon. D. MELVILLE : To move, That leave of absence be granted to the Honorable Sir Rupert Turner Havelock Clarke, Bart., for the remainder of the Session on account of urgent private business.

Government Business.

NOTICE OF MOTION:—

1. The Hon. A. WYNNE : To move, That authority be given by the Council for the Members of the *Hansard* staff to sit at the Table to report the debates, during the pleasure of the House.

ORDERS OF THE DAY:—

1. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR—Consideration of Report of Committee—*Resumption of Debate.*
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 20TH JUNE, 1901.

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

Votes and Proceedings of the Legislative Assembly. Nos. 1, 2, and 3.
Notices of Motion and Orders of the Day. No. 4.

VICTORIA.

No. 3.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 26TH JUNE, 1901.

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 there had been received by the Acting Clerk of the Council returns to Writs issued by the Lieutenant-Governor for the election of two Members to serve for the South Yarra Province in the places of the Honorables Lieutenant-Colonel Sir F. T. Sargood and S. Fraser, resigned; and by the indorsements on such Writs it appeared that Thomas Henry Payne, gentleman, of Toorak, and Edmund Edmonds Smith, shipowner, of South Yarra, were duly elected in pursuance thereof.
5. SWEARING-IN OF MEMBERS.—The Honorables T. H. Payne and E. E. Smith 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, THOMAS HENRY PAYNE, 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 Nine 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 city of Prahran, and are known as ‘Leura,’ Toorak, being Crown portion 30, parish of Prahran, 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 Nine 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.

“THOS. H. PAYNE.”

“In compliance with the provisions of the Act 54 Victoria No. 1075, I, EDMUND EDMONDS SMITH, 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 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 Heidelberg, and are known as ‘Awaba,’ Eaglemont Estate.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Heidelberg 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.

“E. E. SMITH.”

6. LEAVE OF ABSENCE.—The Honorable D. Melville moved, That leave of absence be granted to the Honorable Sir Rupert Turner Havelock Clarke, Bart., for the remainder of the Session on account of urgent private business.

Question—put and resolved in the affirmative.

7. ADDRESS IN REPLY TO SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—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 Lieutenant-Governor, having been read,

Debate resumed.

Question—put and resolved in the affirmative.

The Honorable G. Godfrey moved, That the Address be presented to His Excellency the Lieutenant-Governor by the President and such Members of the Council as may wish to accompany him.

Question—put and resolved in the affirmative.

8. POSTPONEMENT OF ORDER OF THE DAY.—Ordered—That the consideration of the following Order of the Day be postponed until to-morrow :—

Marine Act 1890 further Amendment Bill.—Second reading.

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

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 3.

THURSDAY, 27TH JUNE, 1901.

Question.

1. The Hon. J. BALFOUR : To call the attention of the Honorable the Solicitor-General to the fact that a Report was presented to His Excellency the Governor, on the 17th August, 1899, by the Board appointed "to inquire into and report respecting the treatment of habitual drunkards," and that this Report was afterwards presented to Parliament by His Excellency's command, and that this Report concluded with the words—"We sincerely hope that our Report will receive early attention for the question at issue is of so serious a character as to demand immediate legislation on the subject"; and to ask whether the Government will bring in a Bill during this Session to deal with this clamant question.

Government Business.

ORDER OF THE DAY :—

1. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 26TH JUNE, 1901.

Notices of Motion and Orders of the Day. No. 3.

Notices of Motion and Orders of the Day. No. 5.

VICTORIA.

No. 4.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 27TH JUNE, 1901.

- 1 The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. LIBRARY COMMITTEE.—The Honorable Sir H. Cuthbert moved, by leave, That the Members of the Library Committee appointed by the Legislative Council to sit with the members appointed by the Legislative Assembly on such days and at such times as may be fixed by the Joint Committee shall have leave to sit on days on which Parliament does not meet.
Question—put and resolved in the affirmative.
5. JUSTICES LAW FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to further amend the law relating to Justices.
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 further amend the law relating to Justices*,” 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, 16th July next.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL.—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill to further amend the *Poisons Act 1890*.
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 further amend the ‘Poisons 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, 16th July next.
7. BOILERS INSPECTION AND REGULATION BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to provide for the Inspection and Regulation of Boilers.
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 provide for the Inspection and Regulation of Boilers*,” 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, 16th July next.
8. MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE BILL.—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill to authorize and validate certain expenditure by the Councils of various Municipalities in connexion with the opening of the Parliament of the Commonwealth and the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.
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 Authorize and Validate certain Expenditure by the Councils of various Municipalities in connexion with the Opening of the Parliament of the Commonwealth and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York*,” 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, 16th July 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 apply out of the Consolidated Revenue the sum of Four hundred and eighty-six thousand and thirty-five pounds to the service of the year One thousand nine hundred and One thousand nine hundred and one,*” with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 27th June, 1901.

10. CONSOLIDATED REVENUE BILL (No. 1).—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to apply out of the Consolidated Revenue the sum of Four hundred and eighty-six thousand and thirty-five pounds to the service of the year One thousand nine hundred and One thousand nine hundred and one,*” 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 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 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 A. Wynne the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to apply out of the Consolidated Revenue the sum of Four hundred and eighty-six thousand and thirty-five pounds to the service of the year One thousand nine hundred and One thousand nine hundred and one.*”

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. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday, 16th July next :—

Marine Act 1890 further Amendment Bill—Second reading.

- 12 ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 16th July next.

Question—put and resolved in the affirmative.

And then the Council, at seventeen minutes past six o'clock, adjourned until Tuesday, 16th July next.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 4.

TUESDAY, 16TH JULY, 1901.

Question.

1. The Hon. J. BALFOUR : To call the attention of the Honorable the Solicitor-General to the fact that a Report was presented to His Excellency the Governor, on the 17th August, 1899, by the Board appointed "to inquire into and report respecting the treatment of habitual drunkards," and that this Report was afterwards presented to Parliament by His Excellency's command, and that this Report concluded with the words—"We sincerely hope that our Report will receive early attention for the question at issue is of so serious a character as to demand immediate legislation on the subject"; and to ask whether the Government will bring in a Bill during this Session to deal with this clamant question.

Government Business.

ORDERS OF THE DAY :—

1. JUSTICES LAW FURTHER AMENDMENT BILL—Second reading.
2. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
3. BOILERS INSPECTION AND REGULATION BILL—Second reading.
4. MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE BILL—Second reading.
5. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

NOTICES OF MOTION :—

1. The Hon. J. M. DAVIES : To move, That he have leave to bring in a Bill to further amend the law relating to Insolvency.
2. The Hon. D. MELVILLE : To move, That the Report of the Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be read and taken into consideration.

JOHN M. PITTS,
Acting Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 27TH JUNE, 1901.

Notices of Motion and Orders of the Day. No. 4.

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

VICTORIA.

No. 5.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 16TH JULY, 1901.

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 there had been received returns to Writs issued by the Lieutenant-Governor for the election of Members to serve for the undermentioned Provinces, viz. :—

Western, in the place of the Honorable Samuel Winter Cooke, resigned ;

North-Western, in the place of the Honorable Pharez Phillips, resigned ;

North Central, in the place of the Honorable Sir William Austin Zeal, K.C.M.G., resigned ;

And a return to a Writ issued by him for the election of a Member to serve for the Nelson Province, in the place of the Honorable Samuel Williamson, resigned ; and by the indorsements on such Writs it appeared that the following Members had been returned for the several Electoral Provinces set opposite their respective names, viz. :—

Walter Synnot Manifold, for the Western Province ;

Henry Williams, for the North-Western Province ;

William Blair Gray, for the North Central Province ; and

Hans William Henry Irvine, for the Nelson Province.

5. SWEARING-IN OF MEMBERS.—The Honorables W. S. Manifold, W. B. Gray, and H. W. H. Irvine, 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, WALTER SYNNOT MANIFOLD, 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 Shire of Warrnambool, and are known as portion 23 and portion 24, parish of Mepunga, county of Heytesbury.

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

“ WALTER MANIFOLD.”

“ In compliance with the provisions of the Act 54 Victoria No. 1075, I, WILLIAM BLAIR GRAY, 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 Shire of Maldon, and are known as allotment 10E, High-street, section A, parish of Maldon, and allotment part 14, High-street, section A, parish of Maldon.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Shire of Maldon are rated in the rate-book of such district upon a yearly value of One thousand six 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. B. GRAY.”

“In compliance with the provisions of the Act 54 Victoria No. 1075, I, HANS WILLIAM HENRY IRVINE, 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 Stawell, and are known as The Great Western Vineyard, Great Western.

“And I further declare that such of the said lands or tenements as are situate in the municipal district of Stawell 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.

“HANS W. H. IRVINE.”

6. PRESENTATION OF ADDRESS TO HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The President reported that he had that day waited upon His Excellency the Lieutenant-Governor and had presented to him the Address of the Legislative Council agreed to on the 26th June last, 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 the King I thank you for your expression of loyalty to our Most Gracious Sovereign contained in the Address which you have been good enough to present to me, and I fervently trust that your deliberations may tend to the advancement of the public welfare of the State.

JOHN MADDEN.

Government Offices,
Melbourne, 16th July, 1901.

7. ADJOURNMENT.—The Honorable A. Wynne moved, That the Council do now adjourn, out of respect to the late Honorable W. I. Winter-Irving.

Debate ensued.

Question—put and resolved in the affirmative.

And then the Council, at fifty-five minutes past four 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, 17TH JULY, 1901.

Question.

1. The Hon. J. BALFOUR : To call the attention of the Honorable the Solicitor-General to the fact that a Report was presented to His Excellency the Governor, on the 17th August, 1899, by the Board appointed "to inquire into and report respecting the treatment of habitual drunkards," and that this Report was afterwards presented to Parliament by His Excellency's command, and that this Report concluded with the words—"We sincerely hope that our Report will receive early attention for the question at issue is of so serious a character as to demand immediate legislation on the subject"; and to ask whether the Government will bring in a Bill during this Session to deal with this clamant question.

General Business.

NOTICES OF MOTION :—

1. The Hon. J. M. DAVIES : To move, That he have leave to bring in a Bill to further amend the law relating to Insolvency.
2. The Hon. D. MELVILLE : To move, That the Report of the Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be read and taken into consideration.

Government Business.

ORDERS OF THE DAY :—

1. JUSTICES LAW FURTHER AMENDMENT BILL—Second reading.
2. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
3. BOILERS INSPECTION AND REGULATION BILL—Second reading.
4. MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE BILL—Second reading.
5. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 28TH JUNE, 1901.

Notices of Motion and Orders of the Day. No. 5.
Boilers Inspection Bill—[20].
Poisons Bill—[22].
Municipalities Commonwealth Celebrations Bill—[28].
Justices Bill—[32].

Votes and Proceedings of the Legislative Assembly. Nos. 4, 5, and 6.
Notices of Motion and Orders of the Day. No. 7.
Melbourne and Metropolitan Board of Works Bill—[4].
Justices Bill—[6].
Constitution Convention Bill—[8].
Coal Mines Regulation Bill—[9].
Savings Banks Bill—[12].
Mallee Tanks Bill—[16].
Industrial Arbitration Bill—[39].
Correspondence respecting the *Tocsin* case. No. 31.

VICTORIA.

No. 6.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 17TH JULY, 1901.

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 issued a Writ for the election of a Member to serve for the Northern Province, in the place of the Honorable William Irving Winter-Irving, deceased.
5. **MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.**—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 3.

The Lieutenant-Governor informs the Legislative Council that he, in accordance with the Joint Address presented to him from the Legislative Council and Legislative Assembly, communicated by telegraph, on the 26th June ultimo, to the Principal Secretary of State for the Colonies the Address of sympathy and condolence with His Majesty the King in the great and irreparable loss sustained by him in the death of the late beloved Sovereign Queen Victoria, and also submitting the respectful congratulations of both Houses of Parliament upon the Accession of His Majesty the King to the Throne. The Lieutenant-Governor now begs to transmit to the Council a copy of a telegraphic despatch which he received this day in reply thereto, viz.:—

“I have laid before His Majesty your telegram of 24th June. His Majesty the King is most grateful for sympathy of Parliament in irreparable loss sustained by death of Her late Majesty. He highly appreciates congratulations on his Accession, and commands that you will cordially thank both Houses on his behalf.”

Government Offices,
Melbourne, 29th June, 1901.

6. **MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.**—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 4.

The Lieutenant-Governor begs to transmit for the information of the Legislative Council copies of the following documents, which he has received from the Right Honorable the Secretary of State for the Colonies :—

1. Letters Patent constituting the office of Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.
2. Commission appointing Sir John Madden, K.C.M.G., Chief Justice of Victoria, to be Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.
3. Instructions to the Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.
4. Dormant Commission appointing the Chief Justice or the Senior Judge for the time being of Victoria to administer the Government of the State of Victoria and its Dependencies in the Commonwealth of Australia in the event of the death, incapacity, or absence of the Governor and Lieutenant-Governor (if any).

Government Offices,
Melbourne, 16th July 1901.

VICTORIA.

LETTERS PATENT PASSED UNDER THE GREAT SEAL OF THE UNITED KING-
DOM CONSTITUTING THE OFFICE OF GOVERNOR OF THE STATE OF
VICTORIA AND ITS DEPENDENCIES, IN THE COMMONWEALTH OF
AUSTRALIA.

Letters Patent,
dated 29th October,
1900.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and
Ireland Queen, Defender of the Faith, Empress of India : To all to whom
these Presents shall come, Greeting.

WHEREAS, by certain Letters Patent, under the Great Seal of Our United
Kingdom of Great Britain and Ireland, bearing date at Westminster the Twenty-
first day of February, 1879, We did constitute the Office of Governor and
Commander-in-Chief in and over Our Colony of Victoria as therein described, and
its Dependencies : And whereas, in virtue of the provisions of the Common-
wealth of Australia Constitution Act, 1900, and of Our Proclamation issued
thereunder, by and with the advice of Our Privy Council on the Seventeenth day
of September, 1900, We have by certain Letters Patent under the said Great
Seal of Our United Kingdom of Great Britain and Ireland, bearing even date
herewith, made provision for the Office of Governor-General and Commander-in-
Chief in and over Our Commonwealth of Australia : And whereas it has become
necessary to make permanent provision for the Office of Governor in and over
Our State of Victoria and its Dependencies, in the Commonwealth of Australia,
without making new Letters Patent on each demise of the said Office. Now
know ye that we do by these presents revoke and determine the said first-recited
Letters Patent of the Twenty-first day of February 1879, and everything therein
contained, from and after the proclamation of these Our Letters Patent as herein-
after provided : And further know ye that We do by these presents constitute,
order, and declare that there shall be a Governor in and over Our State of
Victoria (comprising the territories bounded on the west by our State of South
Australia, on the south by the sea, and on the east and north by a straight line
drawn from Cape Howe to the nearest source of the River Murray, and thence
by the course of that river to the Eastern Boundary of Our State of South
Australia) and its Dependencies, in the Commonwealth of Australia (which said
State of Victoria and its Dependencies are hereinafter called the State), and that
appointments to the said Office shall be made by Commission under Our Sign
Manual and Signet.

Preamble.

Recites Letters
Patent of 21st Feb-
ruary, 1879.

Recites Imperial Act
63 & 64 Vict., c. 12,
Proclamation of
17th September,
1900, and Letters
Patent of 29th
October, 1900.

Revocation of Let-
ters Patent of 21st
February, 1879.

Office of Governor
constituted.

Boundaries.

II. We do hereby authorize, empower, and command Our said Governor
to do and execute all things that belong to his said Office, according to the tenor
of these Our Letters Patent and of such Commission as may be issued to him
under Our Sign Manual and Signet, and according to such Instructions as may
from time to time be given to him under Our Sign Manual and Signet, or by Our
Order in our Privy Council, or by Us, through one of Our Principal Secretaries
of State, and to such Laws as are now or shall hereafter be in force in the State.

Governors powers
and authorities.

III. We do also by these Our Letters Patent declare Our will and pleasure
as follows :—

IV. Every person appointed to fill the Office of Governor shall with all
due solemnity, before entering on any of the duties of his Office, cause the Com-
mission appointing him to be Governor to be read and published at the seat of
Government, in the presence of the Chief Justice, or some other Judge of
the Supreme Court of the State, and of the Members of the Executive Council
thereof, which being done, he shall then and there take before them the Oath of
Allegiance, in the form provided by an Act passed in the Session holden in the
Thirty-first and Thirty-second years of Our Reign, intituled an Act to amend
the Law relating to Promissory Oaths ; and likewise the usual Oath for the due
execution of the Office of Governor, and for the due and impartial administration
of justice : which Oaths the said Chief Justice or Judge is hereby required to
administer.

Publication of
Governor's
Commission.

Oath to be taken by
Governor.

Imperial Act 31 & 32
Vict. c. 72.

V. The Governor shall keep and use the Public Seal of the State for
sealing all things whatsoever that shall pass the said Public Seal ; and until a
Public Seal shall be provided for the State the public Seal formerly used in Our
Colony of Victoria shall be used as the Public Seal of the State.

Public Seal.

VI. There shall be an Executive Council for the State, and the said
Council shall consist of such persons as were, immediately before the coming into
force of these Our Letters Patent, Members of the Executive Council of Victoria,
or as may at any time be Members of the Executive Council for Our said State in
accordance with any Law enacted by the Legislature of the State, and of such
other persons as the Governor shall, from time to time, in Our name and on Our
behalf, but subject to any Law as aforesaid, appoint under the Public Seal of the
State to be Members of Our said Executive Council for the State.

Executive Council :
constitution of.

VII. The Governor, in Our name and on Our behalf, may make and execute, under the said Public Seal, grants and dispositions of any land which may be lawfully granted and disposed of by Us within the State. Grant of lands.

VIII. The Governor may constitute and appoint, in Our name and on Our behalf, all such Judges, Commissioners, Justices of the Peace, and other necessary Officers and Ministers of the State as may be lawfully constituted or appointed by Us. Appointment of Judges, Justices, &c.

IX. When any crime or offence has been committed within the State against the laws of the State, or for which the offender may be tried therein, the Governor may as he shall see occasion, in Our name and on Our behalf, grant a pardon to any accomplice in such crime or offence who shall give such information as shall lead to the conviction of the principal offender, or of any one of such offenders if more than one; and further, may grant to any offender convicted in any Court of the State, or before any Judge or other Magistrate of the State, within the State, a pardon, either free or subject to lawful conditions, or any remission of the sentence passed on such offender, or any respite of the execution of such sentence for such period as the Governor thinks fit; and further may remit any fines, penalties, or forfeitures due or accrued to Us: Provided always that the Governor shall in no case, except where the offence has been of a political nature unaccompanied by any other grave crime, make it a condition of any pardon or remission of sentence that the offender shall absent himself or be removed from the State. Grant of pardons.
Remission of fines.
Political offenders.
Proviso. Banishment from State prohibited.

X. The Governor may, so far as We Ourselves lawfully may, upon sufficient cause to him appearing, remove from his office, or suspend from the exercise of the same, any person exercising any office or place under the State, under or by virtue of any Commission or Warrant granted, or which may be granted, by Us, in Our name, or under Our authority. Suspension or removal from office.
Summoning, proroguing, or dissolving any Legislative Body.

XI. The Governor may exercise all powers lawfully belonging to Us in respect of the summoning, proroguing, or dissolving any Legislative Body, which now is or hereafter may be established within our said State. Succession to the Government.
Lieutenant-Governor.
Administrator

XII. In the event of the death, incapacity, or removal of the Governor, or of his departure from the State, Our Lieutenant-Governor, or, if there be no such Officer in the State, then such person or persons as We may appoint, under Our Sign Manual and Signet, shall during Our pleasure, administer the Government of the State, first taking the Oaths hereinbefore directed to be taken by the Governor, and in the manner herein prescribed; which being done, We do hereby authorize, empower, and command Our Lieutenant-Governor, and every other such Administrator as aforesaid, to do and execute during Our pleasure all things that belong to the Office of Governor according to the tenor of these Our Letters Patent, and according to Our Instructions as aforesaid, and the Laws of the State. Proviso.
Lieutenant-Governor, &c., to take Oaths of office before administering the Government.
Duties and authorities under Letters Patent.

XIII. In the event of the Governor having occasion to be temporarily absent for a short period from the seat of Government, or from the State, he may in every such case, by an Instrument under the Public Seal of the State, constitute and appoint Our Lieutenant-Governor, or, if there be no such Officer, or if such Officer be absent or unable to act, then any other person to be his Deputy during such temporary absence, and in that capacity to exercise, perform, and execute for and on behalf of the Governor during such absence, but no longer, all such powers and authorities vested in the Governor, by these Our Letters Patent, as shall in and by such Instrument be specified and limited, but no others. Provided, nevertheless, that by the appointment of a Deputy as aforesaid, the power and authority of the Governor shall not be abridged, altered, or in any way affected, otherwise than We may at any time hereafter think proper to direct. Governor may appoint a Deputy during his temporary absence from seat of Government or from the State.

XIV. And We do hereby require and command all Our Officers and Ministers, and all other the inhabitants of the State, to be obedient, aiding, and assisting unto the Governor, or to such person or persons as may from time to time, under the provision of these Our Letters Patent, administer the Government of the State. Officers and others to obey and assist the Governor.

XV. And We do hereby reserve to Ourselves, Our heirs and successors, full power and authority from time to time to revoke, alter, or amend these Our Letters Patent as to Us or them shall seem meet. Power reserved to Her Majesty to revoke, alter, or amend the present Letters Patent.

XVI. And we do direct and enjoin that these Our Letters Patent shall be read and proclaimed at such place or places within Our said State as the Governor shall think fit. Publication of Letters Patent.

In witness whereof We have caused these Our Letters to be made Patent. Witness Ourselves at Westminster, this Twenty-ninth day of October, in the Sixty-fourth year of Our Reign.

By Warrant under the Queen's Sign Manual.

VICTORIA.

COMMISSION PASSED UNDER THE ROYAL SIGN MANUAL AND SIGNET APPOINTING SIR JOHN MADDEN, K.C.M.G., CHIEF JUSTICE OF VICTORIA, TO BE LIEUTENANT-GOVERNOR OF THE STATE OF VICTORIA AND ITS DEPENDENCIES, IN THE COMMONWEALTH OF AUSTRALIA.

VICTORIA R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, Empress of India: To Our Trusty and Well-beloved Sir John Madden, Knight Commander of Our Most Distinguished Order of St. Michael and St. George, Chief Justice of the Supreme Court of Victoria, Greeting. Dated 29th October, 1900.

WE do, by this Our Commission under Our Sign Manual and Signet, appoint you the said Sir John Madden, to be during Our pleasure Our Lieutenant-Governor of Our State of Victoria and its Dependencies, in the Commonwealth of Australia, with all the powers, rights, privileges, and advantages to the said Office belonging or appertaining. Appointment of Sir J. Madden, K.C.M.G., to be Lieutenant-Governor.

II. And further, in case of the death, incapacity, or removal of Our Governor of Our said State, or of his departure from Our said State, We do hereby authorize and require you to administer the Government thereof, with all and singular the powers and authorities contained in Our Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the Twenty-ninth day of October, 1900, constituting the Office of Governor in and over Our said State of Victoria and its Dependencies, in Our Commonwealth of Australia, or in any other Our Letters Patent adding to, amending, or substituted for the same, and according to such Instructions as Our said Governor for the time being may receive from Us, or through one of Our Principal Secretaries of State, and according to such Laws as are now or shall hereafter be in force in our said State. To administer Government during Governor's absence. Recites Letters Patent constituting Office of Governor. Powers and authorities.

III. And We do hereby appoint that this Our present Commission shall supersede Our Commission under Our Sign Manual and Signet bearing date the Twenty-ninth day of April, 1899, appointing you the said Sir John Madden to be Lieutenant-Governor of Our Colony of Victoria and its Dependencies. Commission of 29th April, 1899, superseded.

IV. And we do hereby command all and singular Our Officers, Ministers, and loving subjects in our said State and its Dependencies, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly. Officers, &c., to take notice.

Given at Our Court at Saint James's, this Twenty-ninth day of October, 1900, in the Sixty-fourth year of Our Reign.

By Her Majesty's Command,

J. CHAMBERLAIN.

VICTORIA.

INSTRUCTIONS PASSED UNDER THE ROYAL SIGN MANUAL AND SIGNET TO THE GOVERNOR OF THE STATE OF VICTORIA AND ITS DEPENDENCIES, IN THE COMMONWEALTH OF AUSTRALIA.

VICTORIA R.I.

INSTRUCTIONS to our Governor in and over Our State of Victoria and its Dependencies, in the Commonwealth of Australia, or to Our Lieutenant-Governor, or other Officer for the time being administering the Government of Our said State and its Dependencies. Dated 29th October, 1900.

Given at Our Court at St. James', this Twenty-ninth day of October, 1900, in the Sixty-fourth year of Our Reign.

WHEREAS by certain Letters Patent bearing even date herewith, We have constituted, ordered, and declared that there shall be a Governor in and over our State of Victoria and its Dependencies, in the Commonwealth of Australia (which said State of Victoria and its Dependencies are therein and hereinafter called the State): Preamble. Recites Letters Patent constituting the Office of Governor.

And whereas We have thereby authorized and commanded the Governor to do and execute all things that belong to his said Office, according to the tenor of our said Letters Patent, and of such Commission as may be issued to him under Our Sign Manual and Signet, and according to such Instructions as may from time to time be given to him under our Sign Manual and Signet or by our Order in Our Privy Council, or by Us through one of Our Principal Secretaries of State, and to such laws as are now or shall hereafter be in force in the State:

And whereas we did issue certain Instructions under Our Sign Manual and Signet to our Governor and Commander-in-Chief in and over Our Colony of Victoria and its Dependencies bearing date the Ninth day of July, 1892 :

Recites instructions of 9th July, 1892.

Now know you that we do hereby revoke the aforesaid Instructions, and We do by these Our Instructions under Our Sign Manual and Signet direct and enjoin and declare Our will and pleasure as follows :—

Revokes aforesaid Instructions.

I. In these Our Instructions, unless inconsistent with the context, the term "the Governor" shall include every person for the time being administering the Government of the State, and the term "the Executive Council" shall mean the members of Our Executive Council for the State who are for the time being the responsible advisers of the Governor.

Interpretation.

II. The Governor may, whenever he thinks fit, require any person in the public service to take the Oath of Allegiance, together with such other Oath or Oaths as may from time to time be prescribed by any Law in force in the State. The Governor is to administer such Oaths or cause them to be administered by some Public Officer of the State.

Oaths to be administered.

III. The Governor shall forthwith communicate these Our Instructions to the Executive Council, and likewise all such others, from time to time, as he shall find convenient for Our service to impart to them.

Governor to communicate instructions to Executive Council.

IV. The Governor shall attend and preside at the meetings of the Executive Council, unless prevented by some necessary or reasonable cause, and in his absence such member as may be appointed by him in that behalf, or in the absence of such member the senior member of the Executive Council actually present, shall preside ; the seniority of the members of the said Council being regulated according to the order of their respective appointments as members thereof :

Governor to preside.
Governor to appoint a President.
Senior Member to preside in the absence of the Governor and President.

V. The Executive Council shall not proceed to the despatch of business unless duly summoned by authority of the Governor nor unless two members at the least (exclusive of the Governor or of the member presiding) be present and assisting throughout the whole of the meetings at which any such business shall be despatched.

Seniority of Members.
Quorum.

VI. In the execution of the powers and authorities vested in him, the Governor shall be guided by the advice of the Executive Council, but if in any case he shall see sufficient cause to dissent from the opinion of the said Council, he may act in the exercise of his said powers and authorities in opposition to the opinion of the Council, reporting the matter to us without delay, with the reasons for his so acting.

Governor to take advice of Executive Council.

In any such case it shall be competent to any member of the said Council to require that there be recorded upon the Minutes of the Council the grounds of any advice or opinion that he may give upon the question.

VII. The Governor shall not, except in the cases hereunder mentioned, assent in Our name to any Bill of any of the following classes :—

Description of Bills not to be assented to.

1. Any Bill for the divorce of persons joined together in holy matrimony.
2. Any Bill whereby any grant of land or money or other donation or gratuity may be made to himself.
3. Any Bill affecting the currency of the State.
4. Any Bill the provisions of which shall appear inconsistent with obligations imposed upon Us by Treaty.
5. Any Bill of an extraordinary nature and importance, whereby Our prerogative or the rights and property of Our subjects not residing in the State, or the trade and shipping of the United Kingdom and its Dependencies, may be prejudiced.
6. Any Bill containing provisions to which Our assent has been once refused, or which have been disallowed by Us ;

Unless he shall have previously obtained Our Instructions upon such Bill through one of Our Principal Secretaries of State, or unless such Bill contain a clause suspending the operation of such Bill until the signification in the State of Our pleasure thereupon, or unless the Governor shall have satisfied himself that an urgent necessity exists requiring that such Bill be brought into immediate operation, in which case he is authorized to assent in Our name to such Bill, unless the same shall be repugnant to the law of England, or inconsistent with any obligations imposed upon Us by Treaty. But he is to transmit to Us by the earliest opportunity the Bill so assented to, together with his reasons for assenting thereto.

Powers in urgent cases.

VIII. The Governor shall not pardon or reprieve any offender without first receiving in capital cases the advice of the Executive Council, and in other cases the advice of one, at least, of his Ministers ; and in any case in which such pardon or reprieve might directly affect the interests of Our Empire, or of any country or place beyond the jurisdiction of the Government of the State, the

Regulation of power of pardon.

Governor shall, before deciding as to either pardon or reprieve, take those interests specially into his own personal consideration in conjunction with such advice as aforesaid.

IX. All Commissions granted by the Governor to any persons to be Judges, Justices of the Peace, or other officers shall, unless otherwise provided by law, be granted during pleasure only. Judges, &c., to be appointed during pleasure.

X. The Governor shall not quit the State without having first obtained leave from Us for so doing under Our Sign Manual and Signet, or through one of Our Principal Secretaries of State, except for the purpose of visiting the Governor of any neighbouring State or the Governor-General, for periods not exceeding one month at any one time, nor exceeding in the aggregate one month for every year's service in the State. Governor's absence. Temporary leave of absence.

XI. The temporary absence of the Governor for any period not exceeding one month shall not, if he have previously informed the Executive Council, in writing, of his intended absence, and if he have duly appointed a Deputy in accordance with Our said Letters Patent, be deemed a departure from the State within the meaning of the said Letters Patent. Governor's absence and departure from the State. Interpretation clause.

V. R. I.

VICTORIA.

DORMANT COMMISSION PASSED UNDER THE ROYAL SIGN MANUAL AND SIGNET, APPOINTING THE CHIEF JUSTICE OR THE SENIOR JUDGE FOR THE TIME BEING OF VICTORIA TO ADMINISTER THE GOVERNMENT OF THE STATE OF VICTORIA AND ITS DEPENDENCIES, IN THE COMMONWEALTH OF AUSTRALIA, IN THE EVENT OF THE DEATH, INCAPACITY, OR ABSENCE OF THE GOVERNOR AND LIEUTENANT-GOVERNOR (IF ANY).

VICTORIA R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, Empress of India: To Our Chief Justice or the Senior Judge, for the time being, of Victoria, Greeting: Dated 29th October, 1900.

WHEREAS by certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the Twenty-ninth day of October, 1900, We have constituted, ordered, and declared that there shall be a Governor in and over Our State of Victoria and its Dependencies, in the Commonwealth of Australia, and have authorized, empowered, and commanded Our said Governor to do and execute all things belonging to his said Office as therein is more particularly set forth: And whereas by Our said Letters Patent We have declared that, in the event of the death, incapacity, or removal of Our said Governor or of his departure from the State, Our Lieutenant-Governor, or if there shall be no such Officer in Our said State, then such person or persons as We may appoint under Our Sign Manual and Signet, shall during Our pleasure administer the Government of the same: And whereas We have by Our Commission bearing even date herewith appointed Our Trusty and Well-beloved Sir John Madden, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Chief Justice of the Supreme Court of Victoria, to be Lieutenant-Governor of Our State of Victoria and its Dependencies with certain powers therein set forth: And whereas it is expedient to make further provision for administering the Government of Our said State. Now know you that by this Our Commission, under Our Sign Manual and Signet, We do appoint you Our said Chief Justice for the time being, until Our further pleasure shall be signified, to administer the Government of Our said State of Victoria and its Dependencies, in the Commonwealth of Australia, in case of the death, incapacity, or removal, or of the departure from the State, of Our said Governor, as well as of Our Lieutenant-Governor (if any), with all and singular the powers and authorities granted by Our said Letters Patent; and in case of the death, incapacity, or departure from Our said State of Our said Chief Justice for the time being, then We do appoint you, the Senior Judge for the time being of Our said State then residing therein, and not being under incapacity, to administer the Government thereof, with all the powers and authorities aforesaid. And we do hereby authorize and require you, Our said Chief Justice, or the said Senior Judge for the time being as the case may be, to exercise and perform the said powers and authorities according to such Instructions as Our said Governor or Our said Lieutenant-Governor may receive from Us, under Our Sign Manual and Signet, or through one of Our Principal Secretaries of State, and according to such Laws as are now, or shall hereafter be, in force in Our said State.

Recites Letters Patent, constituting the Office of Governor.

Providing for the Succession to the Government.

Recites Commission appointing Sir John Madden, K.C.M.G., to be Lieutenant-Governor.

The Chief Justice for the time being to act as Administrator of the Government in the absence of the Governor and Lieutenant-Governor.

The Senior Judge to act as Administrator of the Government in the absence of the Chief Justice for the time being. Powers and authorities to be exercised according to Instructions and Laws.

Provided always that you, the Senior Judge, shall act in the administration of the Government only when and so often as you, Our said Chief Justice, shall not be present within the State and capable of administering the Government.

And We do hereby appoint that this Our present Commission shall supersede Our Commission under Our Sign Manual and Signet bearing date the Twenty-second day of February, 1879, appointing the Chief Justice for the time being, or the Senior Judge for the time being, of the Colony of Victoria to administer the Government of that Colony in the events therein mentioned.

And We do hereby command all and singular Our officers, Ministers, and loving subjects in Our said State, and all others whom it may concern, to take due notice hereof and to give their ready obedience accordingly.

Given at Our Court at Saint James's, this Twenty-ninth day of October, 1900, in the Sixty-fourth year of Our Reign.

By Her Majesty's Command,

J. CHAMBERLAIN.

Dormant Commission appointing the Chief Justice
or the Senior Judge for the time being to administer
the Government of Victoria.

Senior Judge to
resign the Govern-
ment to the Chief
Justice when the
latter is within the
State and capable
of administering.
Commission of 22nd
February, 1879,
appointing the
Chief Justice or
Senior Judge for
the time being to
administer the
Government
superseded.
Officers and others
to obey the
Administrator.

7. **SWEARING-IN OF MEMBER.**—The Honorable H. Williams, 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 WILLIAMS, 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 Mildura, and are known as land and buildings situate on section 41, block D, Mildura, and various allotments of land in the Mildura settlement.

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

“HENRY WILLIAMS.”

8. **PAPERS.**—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Penal Establishments and Gaols.—Report of the Inspector-General for the year 1900.

Thirty-fifth Report of the Board of Visitors to the Observatory ; together with the Report of the Government Astronomer for the period from 1st April, 1900, to 31st March, 1901.

Correspondence respecting the *Tocsin* Case.

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 :—

Bank Liabilities and Assets—

Summary of Sworn Returns for the quarter ended 31st December, 1900.

Summary of Sworn Returns for the quarter ended 31st March, 1901.

Report of the Registrar of Friendly Societies for the year 1900.

Hospitals for the Insane.—Report of the Inspector of Lunatic Asylums for the year ended 31st December, 1900.

Education Act 1890, and Teachers Act 1893.—Alteration of Regulations.

Report of the Chief Inspector of Factories, Work-rooms, and Shops for the year ended 31st December, 1900.

9. **MEAT SUPERVISION ACT 1900 AMENDMENT BILL.**—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill to amend the *Meat Supervision Act 1900*.

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 amend the ‘Meat Supervision Act 1900’*,” 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, 30th July instant.

10. **INSOLVENCY BILL.**—The Honorable J. M. Davies moved, That he have leave to bring in a Bill to further amend the law relating to Insolvency.

Question—put and resolved in the affirmative.

Ordered—That the Honorable J. M. Davies do prepare and bring in the Bill.

The Honorable J. M. Davies then brought up a Bill intituled “*A Bill to further amend the Law relating to Insolvency*,” 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, 30th July instant.

11. **ELECTRIC TRACTION ON RAILWAYS.**—The Honorable D. Melville moved, That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be read and taken into consideration.
 Debate ensued.
 Question—put and resolved in the affirmative.
 The Report from the Select Committee having been read.
 The Hon. D. Melville moved, That the debate be now adjourned.
 Question—put and resolved in the affirmative.
 Ordered—That the debate be adjourned until Tuesday, 30th July instant.
12. **ADJOURNMENT.**—The Honorable J. H. Abbott 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. H. Abbott then said that he proposed to speak on the subject of the Agreement made respecting the occupation of the Parliament House by the Commonwealth Parliament, and moved, That the House do now adjourn.
 Debate ensued.
 Question—put and negatived.
13. **JUSTICES LAW FURTHER 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 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, 30th July instant, again resolve itself into the said Committee.
14. **MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE 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 :—
“A Bill to authorize and validate certain expenditure by the Councils of various Municipalities in connexion with the Opening of the Parliament of the Commonwealth and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.”
 Question—put and resolved in the affirmative.
 Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
15. **POSTPONEMENT OF ORDERS OF THE DAY.**—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 30th July instant :—
Poisons Act 1890 further Amendment Bill—Second reading
Boilers Inspection and Regulation Bill—Second reading.
Marine Act 1890 further Amendment Bill—Second reading.
16. **ADJOURNMENT.**—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 30th July instant.
 Question—put and resolved in the affirmative.

And then the Council, at twenty-seven minutes past six o'clock, adjourned until Tuesday, 30th July instant.

GEORGE H. JENKINS,
 Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 6.

TUESDAY, 30TH JULY, 1901.

Questions.

1. The Hon. D. E. MCBRYDE : To ask the Honorable the Solicitor-General if it is the intention of the Government to close the Agent-General's Office.
2. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General if the Government will take into consideration the desirability of consolidating the various Acts of Parliament up to date.

Government Business.

ORDERS OF THE DAY :—

1. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Second reading.
2. JUSTICES LAW FURTHER AMENDMENT BILL—To be further considered in Committee.
3. BOILERS INSPECTION AND REGULATION BILL—Second reading.
4. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. J. BELL : To move, That leave of absence be granted to the Honorable J. A. Wallace for three months, owing to ill-health.

ORDERS OF THE DAY :—

1. INSOLVENCY BILL.—Second reading.
2. ELECTRIC TRACTION ON RAILWAYS.—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 17TH JULY, 1901.

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

Notices of Motion and Orders of the Day. No. 8.

Marriage Bill—[17].

Factories and Shops Bill—[18].

Justices Bill—Amendment to be proposed in Committee by Mr. Robinson. (To Members only.)

MEETING OF SELECT COMMITTEE.

Tuesday, 30th July.

PARLIAMENT BUILDINGS (JOINT)—at half-past two o'clock.

VICTORIA.

No. 7.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 30TH JULY, 1901.

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 LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 5.

The Lieutenant-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 Four hundred and eighty-six thousand and thirty-five pounds to the service of the year One thousand nine hundred and One thousand nine hundred and one.

Government Offices,
Melbourne, 28th June, 1901.

5. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 6.

The Lieutenant-Governor informs the Legislative Council that he has caused the following Bill intituled "*An Act to reduce the sum appropriated for the payment of the Governor's Salary,*" which was reserved for the signification of Her late Majesty's pleasure thereon, and which received His Majesty's Assent on the 13th day of May last, to be proclaimed in the *Victoria Government Gazette*, a copy of which Proclamation is hereto annexed.

Government Offices,
Melbourne, 24th July, 1901.

THE ROYAL ASSENT TO "AN ACT TO REDUCE THE SUM APPROPRIATED FOR THE PAYMENT OF THE GOVERNOR'S SALARY."

PROCLAMATION

By His Excellency the Honorable Sir John Madden, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Lieutenant-Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia.

WHEREAS by *The Constitution Statute* it was amongst other things enacted that the provisions of the Act of the fourteenth year of Her late Majesty Queen Victoria, chapter fifty-nine, and of the Act of the fifth and sixth years of Her late Majesty, chapter seventy-six, *For the Government of New South Wales and Van Diemen's Land*, which relate to the giving and withholding of His Majesty's assent to Bills, and the reservation of Bills for the signification of His 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 His 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 Lieutenant-Governor of the State of Victoria in the Commonwealth of Australia, 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 reduce the sum appropriated for the payment of the Governor's Salary,*”

which was reserved for the signification of Her late Majesty's pleasure thereon, has been laid before His Majesty in Council, and that by an Order in Council made at the Court at St. James's, and bearing date the thirteenth day of May, One thousand nine hundred and one, a copy whereof is hereto appended, His Majesty has been pleased to assent to the same.

Given under my hand and the Seal of the State of Victoria, at Melbourne, this twelfth day of July, in the year of our Lord One thousand nine hundred and one, and in the first year of His Majesty's reign.

(L.S.)

JOHN MADDEN.

By His Excellency's Command,

A. J. PEACOCK.

GOD SAVE THE KING !

(Copy.)

At the Court at St. James's, the 13th day of May, 1901.

PRESENT :

The King's Most Excellent Majesty.

Lord President	Earl of Kintore
Marquess of Breadalbane	Bishop of London
Lord Chamberlain	Sir Richard Paget.
Earl of Aberdeen	

WHEREAS by an Act passed in the fifth and sixth years of Her late 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 late 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 late 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 on the 27th December, 1900, the Officer administering the Government of the said Colony of Victoria reserved a certain Bill passed by the Legislative Council and Legislative Assembly of the said Colony, entitled “ *An Act to reduce the sum appropriated for the payment of the Governor's Salary,*” for the signification of Her late Majesty's pleasure thereon :

And whereas the said Bill so reserved as aforesaid has been laid before His Majesty in Council, and it is expedient that the said Bill should be assented to by His Majesty :

Now therefore His Majesty, in pursuance of the said Acts, and in exercise of the powers thereby reserved to His Majesty as aforesaid, doth by this present Order, by and with the advice of His Majesty's Privy Council, declare His assent to the said Bill.

A. W. FITZROY.

6. PHOTOGRAPHS OF PRESIDENTS OF THE COUNCIL.—The President announced that he had received the following letter from Sir William Zeal, K.C.M.G., his predecessor in the office of President of the Legislative Council :—

Commonwealth of Australia.

The Senate,
Melbourne, 30th July, 1901.

Dear Sir Henry Wrixon—

I send for the acceptance of the Legislative Council four (4) framed photographs of—(1) Sir James Palmer, (2) Sir William Mitchell, (3) Sir James McBain, (4) myself. These photographs represent all the Presidents of the Council until your election to that office.

I should like, if the members of the Council decide to accept my gift, that the photographs be hung in one of the large Committee Rooms, so that they may be daily seen by those members who were lately my colleagues and remain with those whose society and assistance I enjoyed for so many years and whose friendship I regarded so highly.

Will you also say to honorable members how great the wrench has been to me to dissociate myself from their intimate companionship, and oblige,

My dear Sir Henry,

Ever truly yours,

W. A. ZEAL.

The Honorable Sir Henry Wrixon, K.C.M.G.,
Legislative Council, Melbourne.

7. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Annual Report on British New Guinea, from 1st July, 1899, to 30th June, 1900; with 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 :—

Victorian Mining Accident Relief Fund.—Balance sheet, 1900.

Land Act 1890-91. Section 69. Schedule No. 14.—Country lands to be offered for sale by public auction during the year 1901.

Department for Neglected Children and Reformatory Schools.—Report of the Secretary and Inspector for the year 1900.

Report upon the affairs of the Post Office and Telegraph Department for the year 1900.

Report of the Chief Inspector of Explosives, to the Honorable the Chief Secretary, on the working of the Explosives Act during the year 1900.

Water Act 1890—

Tragowel Plains Irrigation and Water Supply Trust—Graduated Rate.—Regulation No. 17.

Water Act 1900—

Stawell Borough Council.—Order in Council suspending payment of interest and redemption to the extent of £1,200 for one year on the loan obtained by the Stawell Borough Council for Water Supply Works.

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 and validate certain expenditure by the Melbourne and Metropolitan Board of Works in connexion with the mourning for the death of Her late Majesty the opening of the Parliament of the Commonwealth and the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 30th July, 1901.

9. MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize and validate certain expenditure by the Melbourne and Metropolitan Board of Works in connexion with the mourning for the death of Her late Majesty the opening of the Parliament of the Commonwealth and the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York,*" 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 further amend the 'Mallee Tanks Act 1895,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 30th July, 1901.

11. MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further amend the 'Mallee Tanks Act 1895,'*" 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. 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 Law with regard to actions against Justices of the Peace,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 30th July, 1901.

13. JUSTICES ACT 1890 AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the Law with regard to actions against Justices of the Peace,*" 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 relating to certain grazing area leases,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 30th July, 1901.

F. C. MASON,
Speaker.

15. GRAZING AREA LEASES BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act relating to certain grazing area leases,*" 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 amend the Municipalities' Advances Acts,*" with which they desire the concurrence of the Legislative Council."

Legislative Assembly,
Melbourne, 30th July, 1901.

F. C. MASON,
Speaker.

17. MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the Municipalities' Advances Acts,*" 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 further amend the 'Marriage Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 30th July, 1901.

F. C. MASON,
Speaker.

19. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further amend the 'Marriage 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.

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 apply out of the Consolidated Revenue the sum of Six hundred and four thousand and eighty-five pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 30th July, 1901.

F. C. MASON,
Speaker.

21. CONSOLIDATED REVENUE BILL (No 2.)—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply out of the Consolidated Revenue the sum of Six hundred and four thousand and eighty-five pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" 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 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 F. Brown having reported that the Committee had gone through the Bill and agreed to the same without amendment, the Council ordered the Report 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.

And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed. The Honorable A. Wynne moved, That the following be the title of the Bill:—

“An Act to apply out of the Consolidated Revenue the sum of Six hundred and four thousand and eighty-five pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two.”

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.

22. MEAT SUPERVISION ACT 1900 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 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.

23. JUSTICES 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, to-morrow, again resolve itself into the said Committee.

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

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

25. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday next:—

Marine Act 1890 further Amendment Bill—Second reading.

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

MR. PRESIDENT—

The Legislative Assembly request that the Legislative Council will give leave to the Honorable James Bell and the Honorable Thomas Brunton to attend in order to their being examined before the Select Committee of the Legislative Assembly on Handling Grain in Bulk.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 30th July, 1901.

The Honorable A. Wynne moved, That leave be given to the Honorable James Bell and the Honorable Thomas Brunton to attend, if they think fit, in order to their being examined before the Select Committee of the Legislative Assembly, as requested by the foregoing Message.

Question—put and resolved in the affirmative.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that leave had been given to the Honorables James Bell and Thomas Brunton to attend, if they think fit, in order to their being examined as requested by the foregoing Message.

27. LEAVE OF ABSENCE.—The Honorable J. Bell moved, That leave of absence be granted to the Honorable J. A. Wallace for three months, owing to ill-health.

Question—put and resolved in the affirmative.

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

Insolvency Bill—Second reading.

Electric Traction on Railways.—Resumption of debate on the question—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

And then the Council, at twelve 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. 7.

WEDNESDAY, 31ST JULY, 1901.

Questions.

1. The Hon. N. LEVI : To call the attention of this House to statements in the daily press with regard to the serious operation of the Shops and Factories Act upon the manufacturing industries and commerce of this State, and to ask the Honorable the Solicitor-General what steps the Government will take to rectify and ameliorate the condition into which the trade and commerce of this State has been plunged, and is likely to be further plunged, by the passing of the recent Act.
2. The Hon. G. GODFREY : To call the attention of the Honorable the Solicitor-General to the fact that an amendment is required in the Melbourne and Geelong Corporation Act, and to ask the Honorable the Solicitor-General whether the Government will bring in a Bill to amend the said Act.
3. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General if the Government will take into consideration the desirability of consolidating the various Acts of Parliament up to date.

General Business.

NOTICE OF MOTION :—

1. The Hon. E. E. SMITH : To move, That there be laid before this House a return showing the explosions that have occurred in Victoria to steam boilers on land during the last five years, with the dates of such explosions.

Government Business.

ORDERS OF THE DAY :—

1. JUSTICES ACT 1890 AMENDMENT BILL—Second reading.
2. JUSTICES LAW FURTHER AMENDMENT BILL—To be further considered in Committee.
3. BOILERS INSPECTION AND REGULATION BILL—Second reading.
4. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 6TH AUGUST.

Questions.

1. The Hon. T. BRUNTON : To ask the Honorable the Solicitor-General—
 1. Are all the explosives now removed from the Powder Magazine, Maribyrnong, Saltwater River ; and if not—
 2. What are the reasons why the distinct promises of previous Governments in this regard are not carried out.

Government Business.

ORDERS OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL—Second reading.
2. MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL—Second reading.
3. GRAZING AREA LEASES BILL—Second reading.
4. MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL—Second reading.
5. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—To be further considered in Committee.
7. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

ORDERS OF THE DAY :—

1. INSOLVENCY BILL—Second reading.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 25TH JULY, 1901.

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

Melbourne and Metropolitan Board of Works Bill—[4]. (To Members of Council only.)

Justices Bill—[6]. (To Members of Council only.)

Mallee Tanks Bill—[16]. (To Members of Council only.)

Marriage Bill—[17]. (To Members of Council only.)

Grazing Area Leases Extension Bill—[40]. (To Members of Council only.)

Meat Supervision Bill—[42].

Municipalities' Advances Bill—[44]. (To Members of Council only.)

Insolvency Bill—[50].

Votes and Proceedings of the Legislative Assembly. Nos. 10, 11, and 12.

Notices of Motion and Orders of the Day. No. 13.

Weekly Report of Divisions. No. 1.

Wild Dogs Bill—[13]. (To Members only.)

Municipalities Commonwealth Celebrations Bill—[28]. (To Members only.)

The Office of Governor of the State of Victoria. B.—No. 5.

VICTORIA.

No. 8.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 31ST JULY, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PARLIAMENT BUILDINGS COMMITTEE.—The Honorable A. Wynne moved, by leave, That the Honorable J. H. Abbott be a Member of the Joint Committee to manage and superintend the Parliament Buildings.
Question—put and resolved in the affirmative.
5. REFRESHMENT ROOMS COMMITTEE.—The Honorable A. Wynne moved, by leave, That the Honorable J. Sternberg be a Member of the Joint Committee to manage the Refreshment Rooms.
Question—put and resolved in the affirmative.
6. ADJOURNMENT.—The Honorable N. Levi 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 N. Levi then said that he proposed to speak on the subject of the operation of the Shops and Factories Act, and moved, That the House do now adjourn.
Debate ensued.
Question—put and negatived.
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 relating to the Destruction of Wild Dogs,*" with which they desire the concurrence of the Legislative Council.
F. C. MASON,
Speaker.
Legislative Assembly,
Melbourne, 31st July, 1901.
8. WILD DOGS DESTRUCTION BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act relating to the Destruction of Wild Dogs,*" 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. STEAM BOILER EXPLOSIONS.—The Hon. E. E. Smith moved, pursuant to amended notice, That there be laid before this House a return showing the explosions that have occurred in Victoria to steam boilers on land during the last five years, with the dates of such explosions, and the causes of such explosions.
Debate ensued.
Question—put and resolved in the affirmative.
10. JUSTICES 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.
Question—put and resolved in the affirmative.—Bill read a second time.
Ordered—That the Bill be committed to the Committee on the Justices Law Further Amendment Bill.
Ordered—That it be an Instruction to the Committee that they have power to consolidate the said Bills into one Bill.

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

Justices Law further Amendment Bill.—To be further considered in Committee.

Boilers Inspection and Regulation Bill.—Second reading.

Poisons Act 1890 further Amendment Bill.—Second reading.

12. ADJOURNMENT.—The Honorable A. Wynne moved; by leave, That the Council, at its rising, adjourn until Tuesday next.

Debate ensued.

Question—put and resolved in the affirmative.

And then the Council, at thirty-five 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. 8.

TUESDAY, 6TH AUGUST, 1901.

Questions.

1. The Hon. T. BRUNTON : To ask the Honorable the Solicitor-General—
 1. Are all the explosives now removed from the Powder Magazine, Maribyrnong, Saltwater River ; and if not—
 2. What are the reasons why the distinct promises of previous Governments in this regard are not carried out.
2. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General if the Government will take into consideration the desirability of consolidating the various Acts of Parliament up to date.

Government Business.

ORDERS OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL—Second reading.
2. MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL—Second reading.
3. GRAZING AREA LEASES BILL—Second reading.
4. MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL—Second reading.
5. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—To be further considered in Committee.
7. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. WILD DOGS DESTRUCTION BILL—Second reading.
9. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee
10. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
11. BOILERS INSPECTION AND REGULATION BILL—Second reading.
12. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

ORDERS OF THE DAY :—

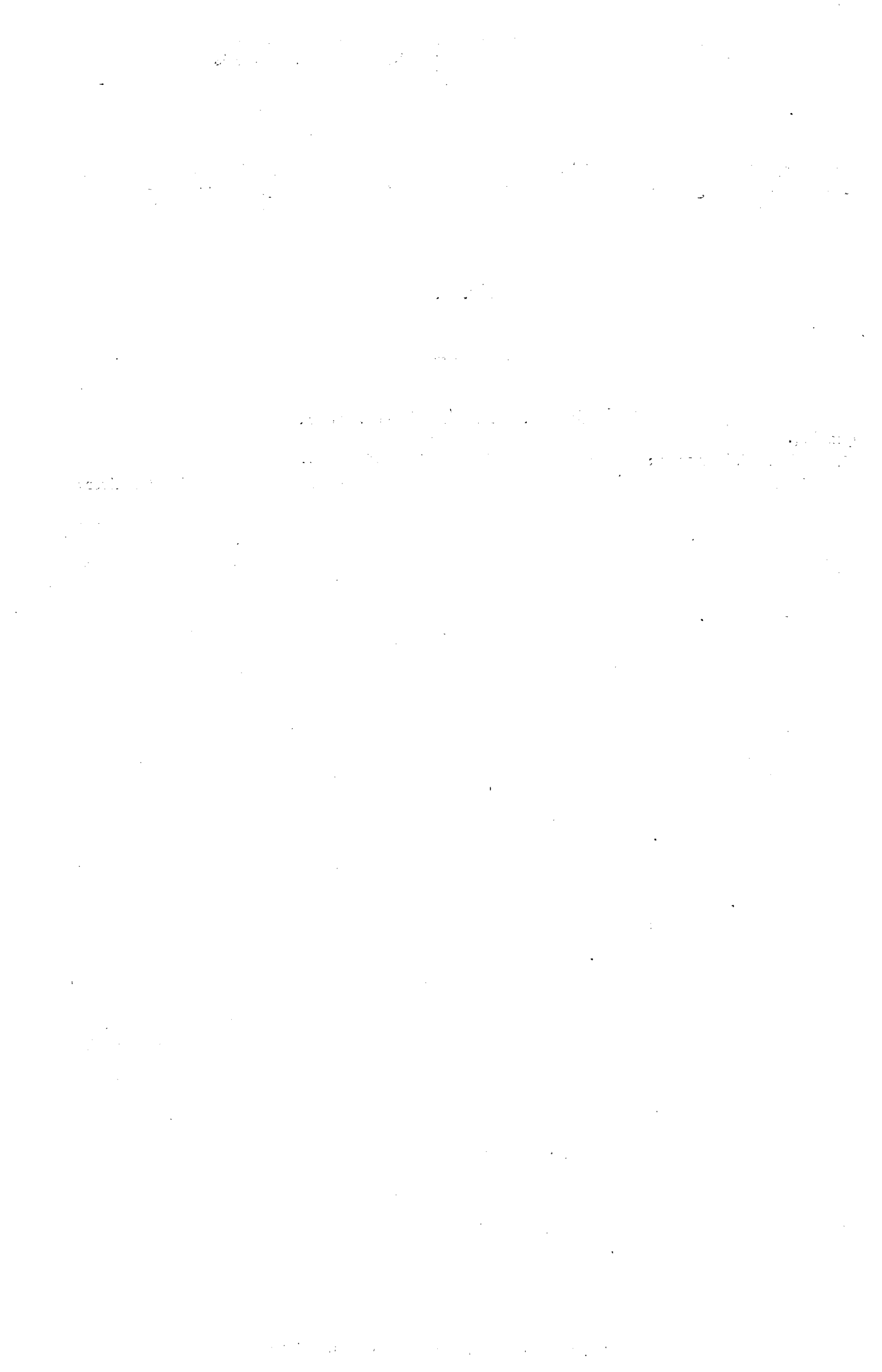
1. INSOLVENCY BILL—Second reading.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 31ST JULY, 1901.

Notices of Motion and Orders of the Day. No. 8.

Notices of Motion and Orders of the Day. No. 14.
Landlord and Tenant Bill—[51].



VICTORIA.

No. 9.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 6TH AUGUST, 1901.

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 an Address of Condolence to His Majesty the King on the death of his sister the Empress Dowager of Germany, adopted by the Legislative Assembly this day, and also an Address to His Excellency the Lieutenant-Governor, requesting His Excellency to transmit the foregoing Address by cable, to the Principal Secretary of State for the Colonies, for presentation to the King, with which Addresses they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 6th August, 1901.

F. C. MASON,
Speaker.

The Address to His Majesty the King was read by the Clerk, and is as follows :—

• MOST GRACIOUS SOVEREIGN :

We, the Legislative Assembly of Victoria, beg to express our deep sympathy with Your Majesty in the sad bereavement you have sustained by the death of Her Imperial Majesty the Empress Dowager of Germany, the eldest daughter of our late revered Sovereign Queen Victoria, and Your Majesty's sister.

The intelligence of Her Imperial Majesty's decease has been received with sincere sorrow by all classes of the people of this State, by whom she was beloved and respected for her many virtues and noble qualities.

The Honorable A. Wynne 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 A. Wynne moved, That this House agree with the Legislative Assembly in the said Address.

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 Address, and have filled up the blank therein by the insertion of the words "Legislative Council and the."

The Address to His Excellency the Lieutenant-Governor was read by the Clerk, and is as follows :—

MAY IT PLEASE YOUR EXCELLENCY :

We, the Legislative Assembly of Victoria, respectfully request that Your Excellency will be pleased to communicate, by cable, to the Principal Secretary of State for the Colonies, the accompanying Address of Condolence for presentation to His Majesty the King on the death of Her Imperial Majesty the Empress Dowager of Germany.

The Honorable A. Wynne 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 A. Wynne 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."

And then the Council at fifty minutes past four 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, 7TH AUGUST, 1901.

Questions.

1. The Hon. T. BRUNTON : To ask the Honorable the Solicitor-General—
 1. Are all the explosives now removed from the Powder Magazine, Maribyrnong, Saltwater River ; and if not—
 2. What are the reasons why the distinct promises of previous Governments in this regard are not carried out.
2. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General if the Government will take into consideration the desirability of consolidating the various Acts of Parliament up to date.

General Business.

ORDERS OF THE DAY :—

1. INSOLVENCY BILL—Second reading.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

Government Business.

ORDERS OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL—Second reading.
2. MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL—Second reading.
3. GRAZING AREA LEASES BILL—Second reading.
4. MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL—Second reading.
5. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—To be further considered in Committee.
7. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. WILD DOGS DESTRUCTION BILL—Second reading.
9. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee
10. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
11. BOILERS INSPECTION AND REGULATION BILL—Second reading.
12. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 1ST AUGUST, 1901.

Notices of Motion and Orders of the Day. No. 9.

Votes and Proceedings of the Legislative Assembly. Nos. 13, 14, and 15.
Notices of Motion and Orders of the Day. No. 16

VICTORIA.

No. 10.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 7TH AUGUST, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ADDRESS OF CONDOLENCE WITH HIS MAJESTY THE KING.—The President announced the receipt of the following letter from His Excellency the Lieutenant-Governor :—

Government House,
St. Kilda, 6th August, 1901.

The Honorable the President of the Council.

Sir,

I have the honour to inform you that in accordance with your request I have cabled to the Principal Secretary of State for the Colonies the loyal and most kind Address which was adopted by the Legislative Council and the Legislative Assembly, expressing their sorrow and their sympathy with His Majesty the King on the death of Her Imperial Highness the Empress Dowager of Germany.

I have the honour to be, Sir,
Yours faithfully,

JOHN MADDEN.

5. 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 Joseph Henry Abbott,
The Honorable Sir Henry Cuthbert,
The Honorable John Mark Davies,
The Honorable Nicholas FitzGerald,
The Honorable Frederick Sheppard Grimwade,
The Honorable Nathan Thornley, and
The Honorable Agar Wynne,

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

Given under my hand this seventh day of August, One thousand nine hundred and one.

H. J. WRIXON,
President of the Legislative Council.

6. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 7.

The Lieutenant-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 Six hundred and four thousand and eighty-five pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two.

Government Offices,
Melbourne, 31st July, 1901.

7. **INSOLVENCY BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable J. M. Davies 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. M. Davies 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. M. Davies, 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, 20th August instant, again resolve itself into the said Committee.

8. **POSTPONEMENT OF ORDER OF THE DAY.**—Ordered, That the consideration of the following Order of the Day be postponed until Tuesday, 20th August instant :—

Electric Traction on Railways—Resumption of debate on the question—*That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.*

9. **MELBOURNE AND METROPOLITAN BOARD OF WORKS EXPENDITURE VALIDATION BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke 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 E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed.

The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“ An Act to authorize and validate certain Expenditure by the Melbourne and Metropolitan Board of Works in connexion with the mourning for the Death of Her late Majesty, the Opening of the Parliament of the Commonwealth, and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.”

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

10. **MALLEE TANKS ACT 1895 FURTHER AMENDMENT BILL.**—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke 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 E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed.

The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“ An Act to further amend the Mallee Tanks Act 1895.”

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. **GRAZING AREA LEASES 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 relating to certain Grazing Area Leases.”

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. MUNICIPALITIES' ADVANCES ACTS AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke 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 E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed.

The Honorable E. J. Croke moved, That the following be the title of the Bill:—

“An Act to amend the Municipalities' Advances Acts.”

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. MARRIAGE ACT 1890 FURTHER 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 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, 20th August instant, again resolve itself into the said Committee.

14. MEAT SUPERVISION ACT 1900 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, 20th August instant, again resolve itself into the said Committee.

15. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 20th August instant:—

Marine Act 1890 further Amendment Bill—Second reading.

Wild Dogs Destruction Bill—Second reading.

Justices Act 1890 Amendment Bill } *To be considered in Committee.*

Justices Law further Amendment Bill } *To be further considered in Committee.*

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

16. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 20th August instant.

Question—put and resolved in the affirmative.

And then the Council, at twenty-one minutes past nine o'clock, adjourned until Tuesday, 20th August instant.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 10.

TUESDAY, 20TH AUGUST, 1901.

Questions.

1. The Hon. W. S. MANIFOLD: To ask the Honorable the Solicitor-General whether any and, if so, what, means exist for calculating the number of persons who are qualified to become members of the Legislative Council of this State; and, if such means exist, what is the number of such persons.
2. The Hon. J. STERNBERG: To ask the Honorable the Solicitor-General if the Government will take into consideration the desirability of consolidating the various Acts of Parliament up to date.

Government Business.

ORDERS OF THE DAY:—

1. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—To be further considered in Committee.
2. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—To be further considered in Committee.
3. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
4. WILD DOGS DESTRUCTION BILL—Second reading.
5. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee
6. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
7. BOILERS INSPECTION AND REGULATION BILL—Second reading.
8. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

ORDERS OF THE DAY:—

1. INSOLVENCY BILL—To be further considered in Committee.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 7TH AUGUST, 1901.

Notices of Motion and Orders of the Day. No. 10.

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

Vegetation Diseases Bill—[33].

Wangaratta Lands Bill—[49].

MEETING OF SELECT COMMITTEE.

Tuesday, 20th August.

PARLIAMENT BUILDINGS (JOINT)—at three o'clock.



VICTORIA.

No. 11.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 20TH AUGUST, 1901.

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 Northern Province in the place of the Honorable W. I. Winter-Irving, deceased; and by the indorsement on such Writ it appeared that William Lawrence Baillieu had been elected in pursuance thereof.
5. SWEARING-IN OF MEMBER.—The Honorable W. L. Baillieu 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, WILLIAM LAWRENCE BAILLIEU, 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 ninety 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 Melbourne and Boroondara, and are known as—

“Firstly, all that piece of land having a frontage of fifty-one feet and eight inches to Swanston-street, Melbourne, by a depth of one hundred and twelve feet along Latrobe-street, and being Crown allotments 32 and 33, section 44, city of Melbourne, parish of North Melbourne, more particularly described in certificate of title, volume 2043, folio 408547.

“Secondly, all that piece of land containing fifteen acres or thereabouts, having a frontage to Whitehorse-road, Canterbury, and being part of the land described in certificate of title, volume 2038, folio 407259.

“Thirdly, all that piece of land containing two acres three roods and twenty-three perches, being part of Crown portion 129, parish of Boroondara, county of Bourke, and being the land more particularly described in certificate of title, volume 2625, folio 534945.

“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 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 Eighty pounds; and that such of the said lands or tenements as are situate in the municipal district of Boroondara, and above referred to as ‘thirdly,’ 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. L. BAILLIEU.”

6. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 8.

The Lieutenant-Governor informs the Legislative Council that he, in accordance with the Joint Address presented to him from the Legislative Council and Legislative Assembly of Victoria, communicated, by cable, on the 7th instant to the Principal Secretary of State for the Colonies the Address expressing their deep sorrow and their sympathy with His Majesty the King on the death of Her Imperial Highness the Empress Dowager of Germany, and that the Lieutenant-Governor has this day received the following telegraphic despatch in reply thereto :—

“ Your telegram of condolence on death of Her Imperial Majesty Empress Frederick has been laid before His Majesty, who commands me to request you will convey grateful thanks to your Houses of Legislature and people of Victoria.”

Government Offices,
Melbourne, 9th August, 1901.

7. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Reports of the Inspector-General of Penal Establishments on certain Prisons and Refuges in England, Holland, Belgium, and the United States.

Settlement on Lands Act 1893—Report of Proceedings taken under the provisions of the, during the financial year ended 30th June, 1901.

First Progress Report of the Royal Commission on the Factories and Shops Acts.

Statistical Register of the Colony of Victoria for the Year 1900—Part I.—Blue Book.

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 :—

Lands Act—

Alteration of Regulations under the Land Acts.

Additions and Alterations to Regulations under the Land Acts.

Settlement on Lands Act 1893.—Alteration of Regulations under the.
Public Service Acts—Regulations.

Justices Act 1890.—Fees in Courts of Petty Sessions, and in Proceedings before a Justice or Justices.

Water Act 1890—

Bacchus Marsh Irrigation and Water Supply Trust.—Amendment of Regulations for the Election of Commissioners for the Irrigation Division of Trust District.

Macorna North, Dry Lake, and South Kerang Irrigation and Water Supply Trusts.—Apportionment of Liabilities in regard to Macorna North Irrigation and Water Supply Trust's No. 11 Channel.

The Wimmera Shire Council and the Western Wimmera Irrigation and Water Supply Trust.—Application of Municipal Funds.

8. ADJOURNMENT.—The Honorable W. S. Manifold 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 W. S. Manifold then said that he proposed to speak on the subject of the number of persons who are qualified to become Members of the Legislative Council, and moved, That the House do now adjourn.

Debate ensued.

Question—put and negatived.

9. MOORPANYAL LAND ACT 1897 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, by leave, that he have leave to bring in a Bill to further amend the *Moorpanyal Land Act 1897*.

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 further amend the Moorpanyal Land Act 1897,*” 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 by leave, to be read a second time this day.

10. MARRIAGE ACT 1890 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.

Ordered—That the Bill as amended be printed, and taken into consideration to-morrow.

11. MEAT SUPERVISION ACT 1900 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 A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed. The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to amend the Meat Supervision Act 1900.* ”

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

Marine Act 1890 further Amendment Bill—Second reading.

Wild Dogs Destruction Bill—Second reading.

Justices Act 1890 Amendment Bill } *To be considered in Committee.*

Justices Law further Amendment Bill } *To be further considered in Committee.*

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

13. MOORPANYAL LAND ACT 1897 FURTHER 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.

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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to further amend the Moorpanyal Land Act 1897.* ”

Question—put and resolved in the affirmative.

Ordered—that the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.

And then the Council at fifty-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. 11.

WEDNESDAY, 21ST AUGUST, 1901.

Question.

1. The Hon. S. G. BLACK : To ask the Honorable the Minister of Public Works what necessity exists for the appointment of Dairy Supervisors under the Department of Agriculture, in view of the fact that there are already inspectors under the Board of Health, and in most localities inspectors under the various municipal councils.

General Business.

ORDERS OF THE DAY :—

1. INSOLVENCY BILL—To be further considered in Committee.
2. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

Government Business.

ORDERS OF THE DAY :—

1. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Report.
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
3. WILD DOGS DESTRUCTION BILL—Second reading.
4. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee
5. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Tuesday, 27th August.

REFRESHMENT ROOMS—at two o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 15TH AUGUST, 1901.

Notices of Motion and Orders of the Day. No. 11.

Marriage Bill—[17]. (To Members of Council only.)

Boilers Inspection Bill—Amendments to be proposed by the Honorable Mr. Crooke. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 19, 20, and 21.

Notices of Motion and Orders of the Day. No. 22.

Unused Roads Bill.—Amendments to be proposed in Committee by Mr. Duggan. (To Members only.)

St. Arnaud Borough Waterworks Trust.—Application for an Additional Loan of £1,000. No. 2.

Bright Waterworks Trust.—Application for an Additional Loan of £500. No. 3.

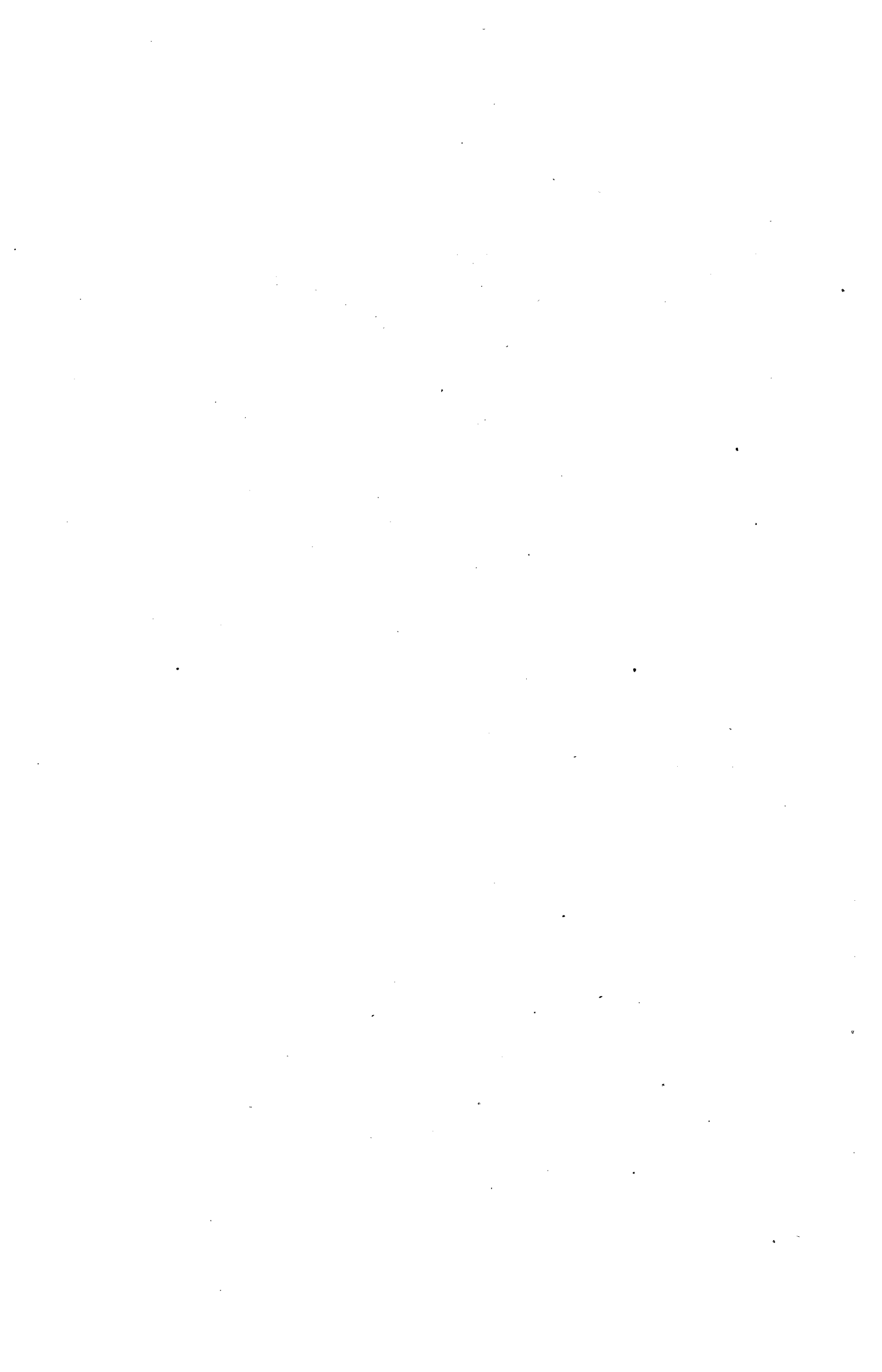
Bank Liabilities and Assets.—Summary of Sworn Returns for Quarter ended 31st December, 1900. No. 11.

Report of the Registrar of Friendly Societies for Year 1900. No. 24.

Penal Establishments and Gaols.—Report of the Inspector-General for Year 1900. No. 25.

Department for Neglected Children and Reformatory Schools.—Report of Secretary and Inspector for Year 1900. No. 30.

Annual Report of British New Guinea from 1st July, 1899, to 30th June, 1900, &c. No. 34.



VICTORIA.

No. 12.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 21ST AUGUST, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **INSOLVENCY 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 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 J. M. Davies, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable J. M. Davies, the Bill was read a third time and passed.
The Honorable J. M. Davies moved, That the following be the title of the Bill :—
 “ An Act to further amend the Law relating to Insolvency.”
Question—put and resolved in the affirmative.
Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
5. **ELECTRIC TRACTION ON RAILWAYS.**—The Order of the Day for the resumption of the debate on the question—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration—having been read—
Debate ensued.
The Honorable D. Melville moved, That the debate be now adjourned.
Question—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 :—
 Marriage Act 1890 further Amendment Bill—Consideration of Report.
 Marine Act 1890 further Amendment Bill—Second reading.
 Wild Dogs Destruction Bill—Second reading.
 Justices Act 1890 Amendment Bill *} To be considered in Committee.*
 Justices Law further Amendment Bill } *To be further considered in Committee.*
 Boilers Inspection and Regulation Bill—Second reading.
 Poisons Act 1890 further Amendment Bill—Second reading.
7. **ADJOURNMENT.**—The Honorable A. Wynne 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-six 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. 12.

TUESDAY, 27TH AUGUST, 1901.

Government Business.

ORDERS OF THE DAY :—

1. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Report.
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Second reading.
3. WILD DOGS DESTRUCTION BILL—Second reading.
4. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
5. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

ORDER OF THE DAY :—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Tuesday, 27th August.

REFRESHMENT ROOMS—at two o'clock.

PARLIAMENTARY PAPERS ISSUED 21ST AUGUST, 1901.

Notices of Motion and Orders of the Day. No. 12.

Notices of Motion and Orders of the Day. No. 23.

Constitution Convention Bill—

Amendment to be proposed in Committee by Mr. Gavan Duffy. (To Members only.)

Amendments to be proposed in Committee by Mr. Fink. (To Members only.)

Moorpanyal Land Bill—[37]. (To Members only.)

Meat Superviston Bill—[42]. (To Members only.)

THE UNIVERSITY OF CHICAGO PRESS
54 EAST LAKE STREET
CHICAGO, ILLINOIS
1918

THE UNIVERSITY OF CHICAGO PRESS
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CHICAGO, ILLINOIS
1918

THE UNIVERSITY OF CHICAGO PRESS
54 EAST LAKE STREET
CHICAGO, ILLINOIS
1918

VICTORIA.

No. 13.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 27TH AUGUST, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. CORRECTION IN INSOLVENCY BILL.—The President announced that he had received the following report from the Clerk :—

Parliament House,
Melbourne, 27th August, 1901.

MR. PRESIDENT—

I have the honour to report that, in pursuance of Standing Order No. 299, I have made the following correction in the Bill intituled "*An Act to further amend the Law relating to Insolvency*":—

In the Preamble the word "Queen's" has been omitted and the word "King's" inserted.

I have the honour to be, Sir,

Your most obedient servant,

GEORGE H. JENKINS,

Clerk of the Legislative Council.

The Honorable

The President of the Legislative Council,
&c., &c., &c.

5. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Royal Commission on Technical Education—Fifth Progress Report on Technical Education—
Agricultural Education and Experiment Stations, Mildura Irrigation Settlement, Victoria.
Royal Commission on Technical Education—Minutes of Evidence on Technical Education.

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, Section 85.—Schedule of Swamp Lease containing Special Conditions.
Water Act 1890—

East Boort Irrigation and Water Supply Trust—Rating Regulation.

Rodney Irrigation and Water Supply Trust—Rating Regulation, No. 20.

6. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable A. Wynne, the following Order of the Day was read and discharged :—

Marriage Act 1890 further Amendment Bill—Consideration of Report.

7. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of Clause 3.

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 F. Brown reported that the Committee had gone through the Bill and agreed to the same with further amendments.

The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ An Act to further amend the ‘ Marriage 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. MARINE ACT 1890 FURTHER 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 F. Brown reported that the Committee had gone through the Bill and agreed to the same with amendments, and had amended the title thereof, which title is as follows :—

“ A Bill to further amend the ‘ Marine Act 1890.’ ”

Ordered—That the Bill as amended be printed, and taken into consideration to-morrow.

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

Wild Dogs Destruction Bill—Second reading.

Justices Law further Amendment Bill } To be further considered in Committee.

Justices Act 1890 Amendment Bill } To be considered in Committee.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Electric Traction on Railways—Resumption of debate on the question—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

And then the Council, at fifteen 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. 13.

WEDNESDAY, 28TH AUGUST, 1901.

General Business.

ORDER OF THE DAY:—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question*—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration.

Government Business.

ORDERS OF THE DAY:—

1. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Report.
2. WILD DOGS DESTRUCTION BILL—Second reading.
3. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
4. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee.
5. BOILERS INSPECTION AND REGULATION BILL—Second reading.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 28th August.

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

Tuesday, 3rd September.

PARLIAMENT BUILDINGS—at three o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 22ND AUGUST, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 11 and 12.

Notices of Motion and Orders of the Day. No. 13.

Wild Dogs Bill—Amendment to be proposed by the Hon. W. S. Manifold. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 22 and 23.

Notices of Motion and Orders of the Day. No. 24.

Electric Light and Power Bill—[21].

Public and Bank Holidays Bill—[23].

Mooroopna Race-course Land Bill—[46].

Insolvency Bill—[50]. (To Members only.)

Hawthorn Loan Bill—[58].

Commission Estate and Financial Agents Bill—[62].

Railway Finances.—Return to an Order of the House. C.—No. 2.

VICTORIA.

No. 14.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 28TH AUGUST, 1901.

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 apply out of the Consolidated Revenue the sum of One million and eighty-three thousand eight hundred and one pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 28th August, 1901.

F. C. MASON,
Speaker.

5. CONSOLIDATED REVENUE BILL (No. 3).—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply out of the Consolidated Revenue the sum of One million and eighty-three thousand eight hundred and one pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" 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 A. Wynne moved, That this Bill be now read a second time.
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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
The Honorable A. Wynne moved, That the following be the title of the Bill :—

"An Act to apply out of the Consolidated Revenue the sum of One million and eighty-three thousand eight hundred and one pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two."

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.

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 further amend the ‘Moorpanyal Land Act 1897,’*” 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, 28th August, 1901.

F. C. MASON,
Speaker.

And the said amendments were read, and are as follow :—

Clause 2, line 9, before “ The Western ” omit “ 1897 ” and insert “ 1899.”

„ 2, line 15, after “ ninety-nine ” insert “ for the residue of the term thereby created.”

On the motion of the Honorable A. Wynne, the Council agreed to the several amendments made by the Legislative Assembly in this Bill, and ordered that a Message be transmitted to the Legislative Assembly acquainting them therewith.

7. ADJOURNMENT.—The Honorable J. M. Davies 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. M. Davies then said that he proposed to speak on the subject of the delay in appropriating for the Council a room in the Parliament House, Spring-street, and moved, That the House do now adjourn.

Debate ensued.

Question—put and negatived.

8. ELECTRIC TRACTION ON RAILWAYS.—The Order of the Day for the resumption of the debate on the question—That the Report of the Select Committee on Electric Traction on Railways, appointed by this House on the 2nd November, 1898, be taken into consideration—having been read—

Debate ensued.

The Honorable D. Melville moved, That the Report be received.

Question—put and resolved in the affirmative.

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

Marine Act 1890 further Amendment Bill—Consideration of Report.

Wild Dogs Destruction Bill—Second reading.

Justices Law further Amendment Bill } *To be further considered in Committee.*

Justices Act 1890 Amendment Bill } *To be considered in Committee.*

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

10. ADJOURNMENT.—The Honorable A. Wynne 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-one 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. 14.

TUESDAY, 3RD SEPTEMBER, 1901.

Government Business.

ORDERS OF THE DAY :—

1. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Report.
2. WILD DOGS DESTRUCTION BILL—Second reading.
3. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
4. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee.
5. BOILERS INSPECTION AND REGULATION BILL—Second reading.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

NOTICES OF MOTION :—

1. The Hon. D. MELVILLE : To move, That a Select Committee be appointed to further 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 _____ with power to send for persons, papers, and records, and to move from place to place ; three to be the quorum.
2. The Hon. N. LEVI : To move, That there be laid before this House a Return showing—
 1. What amount of money has been paid by the Government, if any, for expenses as fees to the various members of the Wages Boards under the Shops and Factories Acts during the twelve months ending 30th June, 1901, specifying the total sums paid to the employés' representatives, the employers' representatives, and the chairmen.
 2. The amount of cost incurred in printing in the *Government Gazette* under separate headings, as follow :—
 - (1) The determinations of each Wages Board.
 - (2) The permissions for working overtime to different applicants.
 - (3) The hours of closing shops in various cities, towns, and shires.
 - (4) The amount paid for law costs for prosecutions under the Acts.
 - (5) The names of the various trades brought under the operation of the Acts and the dates thereof ; and
 - (6) The amount received by the Government for the fees received for applications for extension of time for working.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 3rd September.

PARLIAMENT BUILDINGS—at three o'clock.

Wednesday, 4th September.

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

PARLIAMENTARY PAPERS ISSUED 28TH AUGUST, 1901.

Notices of Motion and Orders of the Day. No. 14.

Justices Bill—New Clause to be proposed by the Hon. G. Godfrey. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 25.

Woman Suffrage Bill—[70].

Sharebrokers Bill—[71].

Exported Products Bill—Amendment to be proposed in Committee by Mr. Taverner. (To Members only.)

VICTORIA.

No. 15.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 3RD SEPTEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **ISSUE OF AND RETURNS TO WRITS.**—The President announced that he had 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 Sir A. Snowden ;
 South Yarra, in the place of the Honorable G. Godfrey ;
 North-Western, in the place of the Honorable J. M. Pratt ;
 Northern, in the place of the Honorable G. Simmie ;
 Wellington, in the place of the Honorable E. Morey ;
 Gippsland, in the place of the Honorable J. Hoddinott ;

And further announced that he had received returns to such Writs for Melbourne, South Yarra, North-Western, Wellington, and Gippsland Provinces ; 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 Sir A. Snowden, for the Melbourne Province ;
 The Honorable G. Godfrey, for the South Yarra Province ;
 The Honorable J. M. Pratt, for the North-Western Province ;
 The Honorable E. Morey, for the Wellington Province ; and
 The Honorable J. Hoddinott, for the Gippsland Province.

The President further announced that no Writ had been received from the Returning Officer for the Northern Province, but he understood that the Honorable G. Simmie had been returned unopposed.

5. **SWEARING-IN OF MEMBERS.**—The Honorables G. Godfrey, E. Morey, J. M. Pratt, and Sir A. Snowden being severally introduced, took and subscribed the oath required by law and severally delivered to the Clerk the Declaration required by the 37th section of the Act No. 1075, as hereunder set forth:—

“ 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, 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, JOSEPH MAJOR PRATT, 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 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, ARTHUR SNOWDEN, of 433 Little Collins-street, in the city of Melbourne, barrister and solicitor, and of St. Hellier's-street, Abbotsford, 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 Collingwood, and are known as the villa residence called 'St. Hellier's,' 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 thirty-eight feet nine inches 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 and 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.

"ARTHUR SNOWDEN."

6. NORTHERN PROVINCE.—The Honorable A. Wynne moved, That the Honorable G. Simmie be introduced and sworn.

Question—put and resolved in the affirmative.

7. SWEARING-IN OF MEMBER.—The Honorable G. Simmie 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, GEORGE SIMMIE, of Cornelia Creek, 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 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."

8. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Royal Commission on Technical Education—Final Report on Technical Education—Continuation Schools in Great Britain and Europe—Establishment of Continuation Schools in Victoria—Survey of Technical Education in Great Britain, Europe, America, Japan, &c.—Technical Education in Victoria—Report and Recommendations.

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

The Constitution Act Amendment Act 1890, Part IX.—Statement of Appointments in the Department of the Legislative Assembly.

Water Act 1890.—The Shire of Dimboola and the Western Wimmera Irrigation and Water Supply Trust.

9. PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS.—The Honorable A. Wynne moved, by leave, That the Honorable Edward Morey be appointed a Member of the Parliamentary Standing Committee on Railways.

Question—put and resolved in the affirmative.

10. MONEY LENDERS BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to amend the Law with respect to Persons carrying on Business as Money Lenders.

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 the Law with respect to Persons carrying on Business as Money Lenders,*" 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, 17th September instant.

11. ELECTRIC TRACTION ON RAILWAYS.—The Honorable D. Melville moved, pursuant to amended notice, That a Select Committee be appointed to further 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, S. G. Black, F. Brown, W. B. Gray, W. S. Manifold, E. Morey, E. E. Smith, Sir A. Snowden, J. Sternberg, and the mover, with power to send for persons, papers, and records, and to move from place to place; three to be the quorum.

Question—put and resolved in the affirmative.

12. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable A. Wynne, the following Order of the Day was read and discharged :—

"*Marine Act 1890 further Amendment Bill*"—*Consideration of Report.*

13. MARINE ACT 1890 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause 2.

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 F. Brown reported that the Committee had gone through the Bill and agreed to the same with a further amendment.

The Honorable A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clause A.

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 F. Brown reported that the Committee had reconsidered clause A, and agreed to the same with an amendment.

The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

"*An Act to further amend the 'Marine 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.

14. WILD DOGS DESTRUCTION 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 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 relating to the Destruction of Wild Dogs.* ”

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.

15. **POSTPONEMENT OF ORDERS OF THE DAY.**—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 17th September instant:—

Justices Law further Amendment Bill } *To be further considered in Committee.*

Justices Act 1890 Amendment Bill } *To be considered in Committee.*

Boilers Inspection and Regulation Bill—*Second reading.*

Poisons Act 1890 further Amendment Bill—*Second reading.*

16. **FACTORIES AND SHOPS ACTS, EXPENDITURE UNDER.—COST OF WAGES BOARDS.**—The Honorable N. Levi moved, pursuant to amended notice, That there be laid before this House a Return showing—

1. What amount of money has been paid by the Government, if any, for expenses as fees to the various members of the Wages Boards under the Shops and Factories Acts during the eighteen months ending 30th June, 1901, specifying the total sums paid to the employes' representatives, the employers' representatives, and the chairmen.

2. The amount of cost incurred in printing in the *Government Gazette* under separate headings, as follow :—

(1) The determinations of each Wages Board.

(2) The permissions for working overtime to different applicants.

(3) The hours of closing shops in various cities, towns, and shires.

(4) The amount paid for law costs for prosecutions under the Acts.

(5) The names of the various trades brought under the operation of the Acts and the dates thereof ; and

(6) The amount received by the Government for the fees received for applications for extension of time for working.

Question—put and resolved in the affirmative.

17. **ADJOURNMENT.**—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 17th September instant.

Question—put and resolved in the affirmative.

And then the Council, at thirty-six minutes past six o'clock, adjourned until Tuesday, 17th September instant.

GEORGE H. JENKINS,

Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 15.

TUESDAY, 17TH SEPTEMBER, 1901.

Question.

i. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—

1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.

Government Business.

ORDERS OF THE DAY :—

1. MONEY LENDERS BILL—Second reading.
2. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
3. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee.
4. BOILERS INSPECTION AND REGULATION BILL—Second reading.
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. G. GODFREY : To move, That he have leave to bring in a Bill to amend the *Melbourne and Metropolitan Board of Works Act* 1890.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 17th September.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 30TH AUGUST, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 13 and 14.

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

Marine Bill—[5]. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 24, 25, and 26.

Notices of Motion and Orders of the Day. No. 27.

Weekly Report of Divisions. No. 2.

Electric Light and Power Bill—[21].

Public and Bank Holidays Bill—[23].

Insolvency Bill—[50]. (To Members only.)

Hawthorn Loan Bill—[58].

Melbourne and Geelong Aldermen Bill—[61].

Marriage Bill.—Amendments of the Legislative Council. (To Members only.)

Exported Products Bill—Amendments to be proposed in Committee by Mr. Downward. (To Members only.)

Acquisition of Land for the purpose of Closer Settlement.—Copy of a Provisional Contract. A.—No. 1.

Estimates of Revenue and Expenditure for year ending 30th June, 1902. B.—No. 14.

Statistical Register of Colony of Victoria for 1900.—Part I.—Blue Book. No. 13.

Regulations under various Acts of Parliament.—Extracted from *Government Gazette* of 28th August, 1901; No. 25. (To Members only.)

VICTORIA.

No. 16.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 17TH SEPTEMBER, 1901.

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 authorize and validate certain expenditure by the Councils of various Municipalities in connexion with the opening of the Parliament of the Commonwealth and the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York,*" 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.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

Ordered—That the foregoing Message be taken into consideration to-morrow.

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 amend the 'Exported Products Act 1898,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

6. EXPORTED PRODUCTS ACT 1898 AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Exported Products 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 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 Resolution of sympathy with the American nation, and of condolence with Mrs. McKinley, on the death, by assassination, of the President of the United States; and also an Address to His Excellency the Lieutenant-Governor with reference thereto, with which Resolution and Address the Legislative Assembly desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

The Resolution was read by the Clerk, and is as follows :—

We, the Legislative Assembly of Victoria, in Parliament assembled, deeply lament the death of President McKinley. We desire to assure the American nation of our sincere sympathy with it in the great loss which it has sustained, and to tender our heartfelt condolences to Mrs. McKinley in her bereavement.

In recording these sentiments we are expressing the unanimous feeling of the people of the State of Victoria—and, indeed, of every British community—who are shocked that the patriotic President of a free people has fallen a victim at the hands of an assassin.

The Honorable A. Wynne moved, That the blank in the foregoing Resolution be filled up by the insertion of the words "Legislative Council and the."

Debate ensued.

Question—put and resolved in the affirmative.

The Honorable A. Wynne moved, That this House agree with the Legislative Assembly in the said Resolution.

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 Lieutenant-Governor was read by the Clerk, and is as follows :—

We, the Legislative Assembly of Victoria, in Parliament assembled, respectfully request that Your Excellency will be pleased to forward the accompanying Resolution, by cable, to the Principal Secretary of State for the Colonies, for transmission to the Government of the United States of America.

The Honorable A. Wynne 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 A. Wynne 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."

8. ADJOURNMENT.—The Honorable A. Wynne moved, That the Council do now adjourn out of respect to the memory of the late President of the United States.

Question—put and resolved in the affirmative.

And then the Council, at eleven minutes past five 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. 16.

WEDNESDAY, 18TH SEPTEMBER, 1901.

Question.

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vignerons and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vignerons which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.

General Business.

NOTICE OF MOTION :—

1. The Hon. G. GODFREY : To move, That he have leave to bring in a Bill to amend the *Melbourne and Metropolitan Board of Works Act* 1890.

Government Business.

ORDERS OF THE DAY :—

1. MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE BILL—Consideration of Message from the Legislative Assembly.
2. MONEY LENDERS BILL—Second reading.
3. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
4. { JUSTICES ACT 1890 AMENDMENT BILL } To be considered in Committee.
5. BOILERS INSPECTION AND REGULATION BILL—Second reading.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 24TH SEPTEMBER.

Government Business.

ORDER OF THE DAY :—

1. EXPORTED PRODUCTS ACT 1898 AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Tuesday, 24th September.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

(120 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 12TH SEPTEMBER, 1901.

Notices of Motion and Orders of the Day. No. 16.
 Exported Products Bill—[31]. (To Members of Council only.)
 Municipalities Commonwealth Celebrations Bill.—Amendments made by the Legislative Assembly. (To Members of Council only.)
 Justices Bill.—New Clause to be proposed by the Hon. Agar Wynne. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 29, 30, and 31.
 Notices of Motion and Orders of the Day. No. 32.
 Weekly Report of Divisions. No. 3.
 Agricultural Colleges Bill—[82].

VICTORIA.

No. 17.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 18TH SEPTEMBER, 1901.

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 Northern Province in the place of the Honorable G. Simmie, who had retired by rotation; and by the endorsement on such Writ it appeared that the Honorable George Simmie had been elected in pursuance thereof.
5. RESOLUTION OF SYMPATHY WITH THE AMERICAN NATION.—The President announced the receipt of the following letter from His Excellency the Lieutenant-Governor:—

Government House, St. Kilda,
September 17th, 1901.

Sir,

I have the honour to inform you that as requested by you and the Honorable the Speaker I duly despatched this evening to the Right Honorable the Secretary of State for transmission by him to the President of the United States of America, the Joint Message of condolence on the sad death of the late President, which was adopted by the Legislative Council and the Legislative Assembly, and which you forwarded to me.

I have the honour to be, Sir,
Yours obediently,

JOHN MADDEN.

The Honorable the President of the Legislative Council.

6. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President:—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 9.

The Lieutenant-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 authorize and validate certain Expenditure by the Melbourne and Metropolitan Board of Works in connexion with the mourning for the Death of Her late Majesty, the Opening of the Parliament of the Commonwealth, and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York.* ”

“ *An Act to further amend the ‘ Mallee Tanks Act 1895.’* ”

“ *An Act relating to certain Grazing Area Leases.* ”

“ *An Act to amend the Municipalities’ Advances Acts.* ”

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

“ *An Act to further amend the ‘ Moorpanyal Land Act 1897.’* ”

Government Offices,
Melbourne, 29th August, 1901.

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 provide for the payment of Old-age Pensions,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

8. OLD-AGE PENSIONS FURTHER PROVISION BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further provide for the payment of Old-age Pensions,*" 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. 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 acquisition by the State of certain land in the County of Grenville known as the Eurack Estate,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

10. EURACK ESTATE PURCHASE BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to sanction the acquisition by the State of certain land in the County of Grenville known as the Eurack Estate,*" 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 amend the 'Dookie and Katamatite Tramway Act 1897,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 17th September, 1901.

12. DOOKIE AND KATAMATITE TRAMWAY ACT 1897 AMENDMENT BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Dookie and Katamatite Tramway 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.

13. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to amend the "*Artificial Manures Act 1897.*"

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 the 'Artificial Manures Act 1897,'*" 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.

14. REFRESHMENT ROOMS COMMITTEE.—The Honorable A. Wynne moved, by leave, That the Honorables J. M. Pratt and G. Simmie be Members of the Joint Committee to manage the Refreshment Rooms.

Question—put and resolved in the affirmative.

15. STANDING ORDERS COMMITTEE.—The Honorable A. Wynne moved, by leave, That the Honorables G. Godfrey and Sir A. Snowden be Members of the Standing Orders Committee.

Question—put and resolved in the affirmative.

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

Remuneration to Bailiffs.

Dentists Act 1898.—Dental Board of Victoria. Additional Regulations relating to Examinations.

The Land Acts—

Schedule No 15.—Country lands to be offered for sale by public auction during the year 1901.

Alteration of Regulations under the Land Acts.

Water Act 1890—

Dookie Irrigation and Water Supply Trust.—Authorizing construction of additional works.

Tragowel Plains Irrigation and Water Supply Trust.—Authorizing construction of works to supply township of Macorna.

17. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL.—The Honorable G. Godfrey moved, That he have leave to bring in a Bill to amend the *Melbourne and Metropolitan Board of Works Act 1890*.

Question—put and resolved in the affirmative.

Ordered—That the Honorable G. Godfrey do prepare and bring in the Bill.

The Honorable G. Godfrey then brought up a Bill intituled “*A Bill to amend the Melbourne and Metropolitan Board of Works 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 next.

18. MUNICIPALITIES COMMONWEALTH CELEBRATIONS EXPENDITURE 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 :—

In the title, line 3, after “with the” insert “mourning for the death of Her late Majesty Queen Victoria or in commemoration of Her reign and in the.”

” ” 6, after “York” insert “and towards the cost of celebrating and commemorating the services rendered by Imperial and Colonial soldiers in South Africa and China.”

Clause 2, line 7, before “celebrations” insert “mourning for the death of Her late Majesty Queen Victoria or in commemoration of Her reign and in the.”

” at the end of the clause add “and towards the cost of celebrating and commemorating the services rendered by Imperial and Colonial soldiers in South Africa and China which has already been incurred.”

On the motion of the Honorable A. Wynne, the Council 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.

19. MONEY LENDERS 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.

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 Tuesday next.

20. { JUSTICES LAW FURTHER AMENDMENT BILL. } —The Order of the Day for the further consideration
 { JUSTICES ACT 1890 AMENDMENT BILL. } of the Justices Law further Amendment Bill and the consideration of the Justices Act 1890 Amendment 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 Justices Law further Amendment 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.

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

Boilers Inspection and Regulation Bill—Second reading.

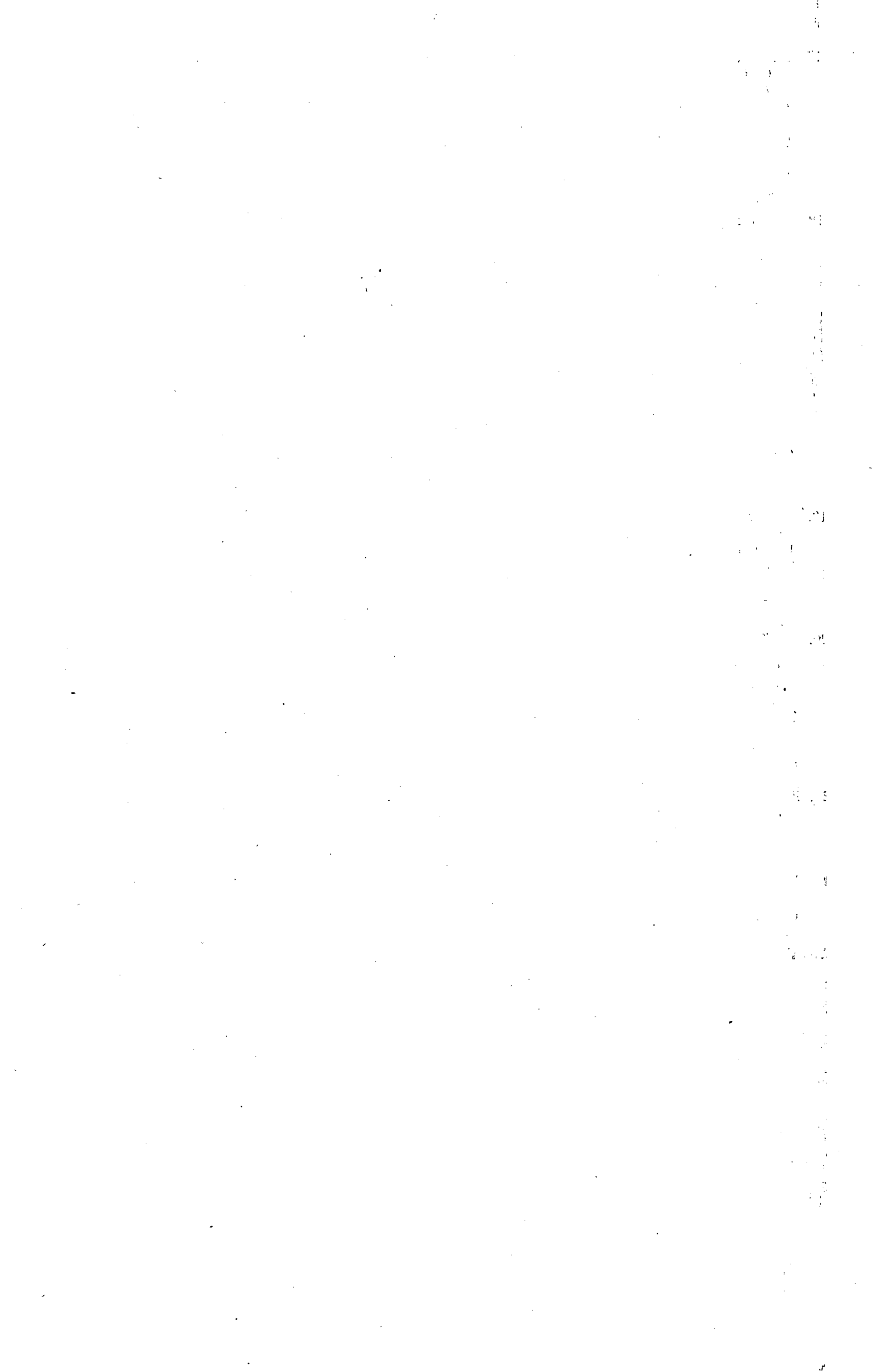
Poisons Act 1890 further Amendment Bill—Second reading

22. ADJOURNMENT.—The Honorable A. Wynne 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-four 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. 17.

TUESDAY, 24TH SEPTEMBER, 1901.

Question.

1. The Hon. Dr. W. H. EMBLING : To call the attention of the Honorable the Solicitor-General to the fact that beneficiaries in trust estates are compelled by the Commissioner of Taxes to pay income tax on moneys they have not received, and to ask if the Government will correct this injustice in the Income Tax Bill.

Government Business.

ORDERS OF THE DAY :—

1. OLD-AGE PENSIONS FURTHER PROVISION BILL—Second reading.
2. EURACK ESTATE PURCHASE BILL—Second reading.
3. EXPORTED PRODUCTS ACT 1898 AMENDMENT BILL—Second reading.
4. DOOKIE AND KATAMATITE TRAMWAY ACT 1897 AMENDMENT BILL—Second reading.
5. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—Second reading.
6. MONEY LENDERS BILL—Second reading—*Resumption of debate.*
7. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
8. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
9. BOILERS INSPECTION AND REGULATION BILL—Second reading.
10. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

WEDNESDAY, 25TH SEPTEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading.

TUESDAY, 1ST OCTOBER.

Question.

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturating and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Tuesday, 24th September.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

PARLIAMENTARY PAPERS ISSUED 18TH SEPTEMBER, 1901.

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

Dookie and Katamatite Tramway Bill—[3]. (To Members of Council only.)

Old-age Pensions Bill—[14]. (To Members of Council only.)

Eurack Estate Purchase Bill—[72]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 33.

VICTORIA.

No. 18.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 24TH SEPTEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. WARRNAMBOOL LAND BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to revoke the permanent reservation of certain land in the Town of Warrnambool.
 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 revoke the Permanent Reservation of certain Land in the Town of Warrnambool,*" 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. OLD-AGE PENSIONS FURTHER PROVISION 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.
 The Honorable Dr. W. H. Embling moved, That the debate be now adjourned.
 Debate ensued.
 Amendment, by leave, withdrawn.
 Debate continued.
 The Honorable E. E. Smith moved, That the debate be now adjourned.
 Debate ensued.
 Question—That the debate be now adjourned—put and resolved in the affirmative.
 Ordered—That the debate be adjourned until to-morrow.
6. EURACK ESTATE PURCHASE 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 had 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 sanction the acquisition by the State of certain land in the County of Grenville known as the Eurack Estate.*"
 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. 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 City of Hawthorn to construct and provide 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, 24th September, 1901.

F. C. MASON,
Speaker.

8. HAWTHORN LOAN BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the City of Hawthorn to construct and provide 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.

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 for the purpose of altering the Reservation of the Wangaratta Town Hall Site so far as that Reservation relates to Athenæum purposes,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 24th September, 1901.

F. C. MASON,
Speaker.

10. WANGARATTA TOWN HALL SITE BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act for the purpose of altering the Reservation of the Wangaratta Town Hall Site so far as that reservation relates to Athenæum 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.

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 Sale of the Mooroopna Race-course Reserve and for other purposes,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 24th September, 1901.

F. C. MASON,
Speaker.

12. MOOROOPNA RACE-COURSE RESERVE SALE BILL.—The Honorable G. Godfrey moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Sale of the Mooroopna Race-course Reserve 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.

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 further amend the 'Marriage 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, and have disagreed with others of the said amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 24th September, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration to-morrow.

14. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until to-morrow.

Exported Products Act 1898 Amendment Bill—Second reading.

15. DOOKIE AND KATAMATITE TRAMWAY ACT 1897 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke moved, That this Bill be now read a second time.

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

The Honorable E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed. The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“ *An Act to amend the ‘Dookie and Katamatite Tramway 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.

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

Artificial Manures Act 1897 Amendment Bill—Second reading.

Money Lenders Bill—Second reading—Resumption of debate.

Justices Law further Amendment Bill } *To be further considered in Committee.*

Justices Act 1890 Amendment Bill } *To be further considered in Committee.*

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

And then the Council, at three 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. 18.

WEDNESDAY, 25TH SEPTEMBER, 1901.

Questions.

1. The Hon. DR. W. H. EMBLING : To call the attention of the Honorable the Solicitor-General to the fact that it is stated in the public press that for some years past the Victorian Amateur Athletic Association has been endeavouring to induce the Government to legislate in order that the sports meetings may be conducted without bookmakers, and to ask if the Government will accede to their request.
2. The Hon. G. GODFREY : To call the attention of the Honorable the Solicitor-General to the case of Mrs. Theresa Gray, of Hawthorn, an applicant for an old-age pension, whose application was granted in February last and cancelled in August; and to ask the Solicitor-General whether the Government will, upon a reconsideration of the case, have such old-age pension restored to the applicant.
3. The Hon. H. WILLIAMS : To ask the Solicitor-General by what authority and for what reason the rent of a Grazing Licence granted to the Murrabit Dairymen's and Farmers' Association, dated 30th June, 1901, has been increased, although the area has been reduced and the licence has still a currency of nearly six years.
4. The Hon. G. GODFREY : To ask the Honorable the Solicitor-General whether he will lay on the table of the House the papers relating to the grant of an old-age pension to Mrs. Theresa Gray, of Hawthorn, and to the cancellation by the Government of such pension.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading.

Government Business.

ORDERS OF THE DAY:—

1. OLD-AGE PENSIONS FURTHER PROVISION BILL—Second reading—*Resumption of debate.*
2. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
3. EXPORTED PRODUCTS ACT 1898 AMENDMENT BILL—Second reading.
4. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—Second reading.
5. MONEY LENDERS BILL—Second reading—*Resumption of debate.*
6. { JUSTICES LAW FURTHER AMENDMENT BILL { To be further considered in Committee.
7. { JUSTICES ACT 1890 AMENDMENT BILL { To be further considered in Committee.
8. BOILERS INSPECTION AND REGULATION BILL—Second reading.
9. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 1ST OCTOBER.

Question

1. The Hon. J. STERNBERG: To ask the Honorable the Solicitor-General—

1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
3. Has any Order in Council been passed giving such powers to the Board of Health; if so, when; and when was such Order placed upon the Table of this House.

Government Business.

ORDER OF THE DAY:—

1. WARRNAMBOOL LAND BILL—Second reading.

General Business.

ORDERS OF THE DAY:—

1. HAWTHORN LOAN BILL—Second reading.
2. WANGARATTA TOWN HALL SITE BILL—Second reading.
3. MOOROOPNA RACE-COURSE RESERVE SALE BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 19TH SEPTEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 16 and 17.

Notices of Motion and Orders of the Day. No. 18.

Mooroopna Race-course Land Bill—[46]. (To Members of Council only.)

Artificial Manures Bill—[48].

Wangaratta Lands Bill—[49]. (To Members of Council only.)

Hawthorn Loan Bill—[58]. (To Members of Council only.)

Warrnambool Land Bill—[63].

Melbourne and Metropolitan Board of Works Bill—[86].

Marriage Bill.—Amendments of the Legislative Council disagreed with by the Legislative Assembly.
(To Members of Council only.)

Money Lenders Bill.—Amendment to be proposed by the Hon. H. Williams. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 32, 33, and 34.

Notices of Motion and Orders of the Day. No. 35.

Marine Bill—[5]. (To Members only.)

Vermin Destruction Bill.—New Clause to be proposed by Sir Samuel Gillott. (To Members only.)

Wild Dogs Bill.—Amendments of the Legislative Council. (To Members only.)

Royal Commission on Technical Education.—Minutes of Evidence on Technical Education. No. 36.

VICTORIA.

No. 19.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 25TH SEPTEMBER, 1901.

- 1. The Council met in accordance with adjournment.
- 2. The President took the Chair.
- 3. The President read the Prayer.
- 4. PARLIAMENT HOUSE, SPRING-STREET.—The President announced that with respect to the accommodation for Members of the Council at the Parliament House, Spring-street, he had sent a letter to the State Premier, a copy of which he read, as follows :—

Parliament House,
Melbourne, 24th September, 1901.

Sir,

With reference to the question of setting apart a room on the Senate side of Parliament House, for the accommodation of the Members of the Legislative Council, I do myself the honour to request that, before an agreement is finally determined upon for the use and occupation by the Parliament of the Commonwealth of the Parliament House in Spring-street, you will be so good as to have specially inserted in such agreement that a room is to be placed at the disposal of the Members of the Legislative Council.

I applied to the President of the Senate for the room now occupied by the Clerk of the Senate, and in making this request I may mention that the Members of the Council would have greatly preferred to have had the use of their old Club room, but felt that possibly it might place the Members of the Senate at some inconvenience. Sir Richard Baker replied to my letter by stating "that nothing could be decided until the agreement between the Federal and the State Executives had been formally executed."

I must therefore strongly urge you to see that my most moderate request on behalf of the Members of the Legislative Council for the room I have mentioned be complied with.

I have the honour to be, Sir,
Your most obedient Servant,

H. J. WRIXON,
President of the Legislative Council.

The Honorable the Premier of the State of Victoria,
&c., &c., &c.

- 5. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable G. Godfrey moved, That this Bill be now read a second time.
Debate ensued.
The Honorable Sir A. Snowden 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, 23rd October next.

6. OLD-AGE PENSIONS FURTHER PROVISION 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—That this Bill be now read a second time—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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“An Act to further provide for the payment of Old-age Pensions.”

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. EXPORTED PRODUCTS 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.

The Council divided.

Ayes, 10.

The Hon. T. Comrie
W. B. Gray
F. S. Grimwade
W. McCulloch
J. Y. McDonald
E. Miller
W. Pitt
H. Williams.

Tellers.

E. J. Croke
A. Wynne.

Noes, 18.

The Hon. J. H. Abbott
F. Brown
J. C. Campbell
Sir H. Cuthbert
J. M. Davies
G. Godfrey
T. C. Harwood
Walter S. Manifold
D. E. McBryde
D. Melville
E. Morey
T. H. Payne
J. M. Pratt
R. Reid
E. E. Smith
Sir A. Snowden.

Tellers.

S. Austin
S. G. Black.

And so it passed in the negative.

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

Marriage Act 1890 further Amendment Bill—Consideration of Message from the Legislative Assembly.

Artificial Manures Act 1897 Amendment Bill—Second reading.

Money Lenders Bill—Second reading—Resumption of debate.

Justices Law further Amendment Bill } To be further considered in Committee.

Justices Act 1890 Amendment Bill } To be further considered in Committee.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

9. ADJOURNMENT.—The Honorable A. Wynne 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-six 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. 19.

TUESDAY, 1ST OCTOBER, 1901.

Question

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—

1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.

Government Business.

ORDERS OF THE DAY :—

1. MARRIAGE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
2. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—Second reading.
3. MONEY LENDERS BILL—Second reading—*Resumption of debate.*
4. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
5. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. WARRNAMBOOL LAND BILL—Second reading.

General Business.

ORDERS OF THE DAY :—

1. HAWTHORN LOAN BILL—Second reading.
2. WANGARATTA TOWN HALL SITE BILL—Second reading.
3. MOOROOPNA RACE-COURSE RESERVE SALE BILL—Second reading.

WEDNESDAY, 23RD OCTOBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT {1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 1st October.

ELECTRIC TRACTION ON RAILWAYS—at two o'clock.

Wednesday, 2nd October.

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

PARLIAMENTARY PAPERS ISSUED 25TH SEPTEMBER, 1901.

Notices of Motion and Orders of the Day. No. 19.

Notices of Motion and Orders of the Day. No. 36.

Land Bill—[1].

Rating on Unimproved Value Bill—[25].

VICTORIA.

No. 20.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 1ST OCTOBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **SUBSTITUTED DECLARATION OF MEMBER.**—The Honorable J. Sternberg delivered to the Clerk the following Declaration, viz. :—

“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.

“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 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 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.”

5. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—
Statistical Register of the Colony of Victoria for the year 1900, Part II.—Interchange.

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 :—

Alteration of Regulations under the Lands Acts.—Schedule 56 (Chap. IX., Part 2).

Victorian Railways.—Report of the Victorian Railways Commissioner for the year ending 30th June, 1901.

Water Act 1890—

Kerang South Irrigation and Water Supply Trust.—Loan.

The Shire of Arapiles and the Western Wimmera Irrigation and Water Supply Trust.—
Application of Municipal Funds.

The Honorable A. Wynne presented—

Factories and Shops Acts, Expenditure under.—Cost of Wages Boards.—Return to an Order of the Legislative Council dated 3rd September, 1901, for a Return showing :—

1. What amount of money has been paid by the Government, if any, for expenses as fees to the various members of the Wages Boards under the Shops and Factories Acts during the eighteen months ending 30th June, 1901, specifying the total sums paid to the employes' representatives, the employers' representatives, and the chairmen.
2. The amount of cost incurred in printing in the *Government Gazette* under separate headings, as follow :—
 - (1) The determinations of each Wages Board.
 - (2) The permissions for working overtime to different applicants.
 - (3) The hours of closing shops in various cities, towns, and shires.
 - (4) The amount paid for law costs for prosecutions under the Acts.
 - (5) The names of the various trades brought under the operation of the Acts and the dates thereof ; and
 - (6) The amount received by the Government for the fees received for applications for extension of time for working.

6. MARRIAGE ACT 1890 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, having been read—the said amendments were read and are as follow :—

1. Clause 3, line 9, after "children" insert "whether illegitimate or born in wedlock."
3. " line 19, after "behalf" insert "or in the case of illegitimate children by the mother."
4. " line 22, after "made" add "No warrant shall be issued under this section for the apprehension of the father of an illegitimate child unless the police magistrate is satisfied that the person charged is the father of such child, and no man shall be taken to be the father of an illegitimate child upon the oath of the mother only."
8. Clause 4, sub-clause (2), omit this sub-clause.

Amendment 1, after debate, insisted on, with the following amendment :—Omit the words "whether illegitimate or."

Amendments 3, 4, and 8 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 disagreed with by the Legislative Assembly, and that they have amended one of their amendments, and requesting their concurrence therein.

7. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Crooke 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 E. J. Crooke 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 E. J. Crooke, 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. MONEY LENDERS 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 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 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 :—

Justices Law further Amendment Bill } *To be further considered in Committee.*
Justices Act 1890 Amendment Bill } *To be further considered in Committee.*
Boilers Inspection and Regulation Bill—*Second reading.*
Poisons Act 1890 further Amendment Bill—*Second reading.*
Warrnambool Land Bill—*Second reading.*
Hawthorn Loan Bill—*Second reading.*
Wangaratta Town Hall Site Bill—*Second reading.*
Mooroopna Race-course Reserve Sale Bill—*Second reading.*

And then the Council, at one minute 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. 20.

WEDNESDAY, 2ND OCTOBER, 1901.

General Business.

ORDERS OF THE DAY:—

1. HAWTHORN LOAN BILL—Second reading.
2. WANGARATTA TOWN HALL SITE BILL—Second reading.
3. MOOROPNA RACE-COURSE RESERVE SALE BILL—Second reading.

Government Business.

ORDERS OF THE DAY:—

1. MONEY LENDERS BILL—To be further considered in Committee.
2. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
3. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
4. BOILERS INSPECTION AND REGULATION BILL—Second reading.
5. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
6. WARRNAMBOOL LAND BILL—Second reading.

TUESDAY, 8TH OCTOBER.

Government Business.

ORDER OF THE DAY:—

1. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—To be further considered in Committee.

TUESDAY, 15TH OCTOBER.

Question.

1. The Hon. J. STERNBERG: To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vignerons and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vignerons which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health; if so, when; and when was such Order placed upon the Table of this House.

WEDNESDAY, 23RD OCTOBER.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 2nd October.

ELECTRIC TRACTION ON RAILWAYS—at two o'clock.

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

STANDING ORDERS—at half-past three o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 26TH SEPTEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 18 and 19.

Notices of Motion and Orders of the Day. No. 20.

Votes and Proceedings of the Legislative Assembly. Nos. 35, 36, and 37.

Notices of Motion and Orders of the Day. No. 38.

Gold Buyers Bill—[69].

Mining Development Bill—[73].

Fifth Progress Report on Technical Education. No. 23.

Final Report on Technical Education. No. 29.

Report from Parliamentary Standing Committee on Railways on the Question of—

Proposed Cross-country Railway, &c. Report No. 3.

Mallee Water Supply, &c. Report No. 4.

VICTORIA.

No. 21,

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

 WEDNESDAY, 2ND OCTOBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MELBOURNE SAILORS' HOME BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to enable the Trustees of the Melbourne Sailors' Home to sell and convey certain land situate in the City of Melbourne and vested in such Trustees as a site for a Sailors' Home and to acquire other land therefor and for other purposes.
 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 enable the Trustees of the Melbourne Sailors' Home to sell and convey certain land situate in the City of Melbourne and vested in such Trustees as a site for a Sailors' Home and to acquire other land therefor 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. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL.—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill 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 the Honorable W. McCulloch do prepare and bring in the Bill.
 The Honorable W. McCulloch then brought up a Bill intituled "*A Bill 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,'*" 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. 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 'Marriage Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment made by the Legislative Council in one of the Council's amendments in the said Bill disagreed with by the Legislative Assembly.

F. C. MASON,
 Speaker.

Legislative Assembly,
 Melbourne, 2nd October, 1901.

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 relating to the 'Vermin Destruction Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 2nd October, 1901.

F. C. MASON,
Speaker.

8. VERMIN DESTRUCTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled, "*An Act relating to the 'Vermin Destruction 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. HAWTHORN LOAN BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable G. Godfrey moved, That this Bill be now read a second time.
Question—put and resolved in the affirmative.—Bill read a second time.
The Honorable G. Godfrey 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 G. Godfrey, 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 G. Godfrey 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 G. Godfrey, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable G. Godfrey, the Bill was read a third time and passed.
The Honorable G. Godfrey moved, That the following be the title of the Bill :—
"An Act to authorize the City of Hawthorn to construct and provide 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. WANGARATTA TOWN HALL SITE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable F. Brown moved, That this Bill be now read a second time.
Question—put and resolved in the affirmative.—Bill read a second time.
The Honorable F. Brown 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. Brown, 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 F. Brown the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable F. Brown, the Bill was read a third time and passed.
The Honorable F. Brown moved, That the following be the title of the Bill :—
"An Act for the purpose of altering the reservation of the Wangaratta Town Hall Site so far as that reservation relates to Athenæum 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.
11. MOOROPNA RACE-COURSE RESERVE SALE BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable J. H. Abbott moved, That this Bill be now read a second time.
Question—put and resolved in the affirmative.—Bill read a second time.
The Honorable J. H. Abbott 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. H. Abbott, 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 J. H. Abbott the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable J. H. Abbott, the Bill was read a third time and passed.

The Honorable J. H. Abbott moved, That the following be the title of the Bill :—

“An Act to authorize the sale of the Mooroopna Race-course Reserve 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. 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 :—

Money Lenders Bill—To be further considered in Committee.

13. MONEY LENDERS BILL.—The Honorable Sir H. Cuthbert moved, by leave, That this Bill be committed to a Select Committee.

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, by leave, That the Select Committee consist of the Honorables J. Balfour, J. M. Davies, G. Godfrey, F. S. Grimwade, T. C. Harwood, E. E. Smith, N. Thornley, A. Wynne, and the Mover; such Committee to have power to send for persons, papers, and records; five to be the quorum.

Question—put and resolved in the affirmative.

14. { JUSTICES LAW FURTHER AMENDMENT BILL. } —The Order of the Day for the further consideration of these Bills 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 Justices Law further Amendment 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.

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

Boilers Inspection and Regulation Bill.—Second reading.

Poisons Act 1890 further Amendment Bill.—Second reading.

Warrnambool Land Bill.—Second reading.

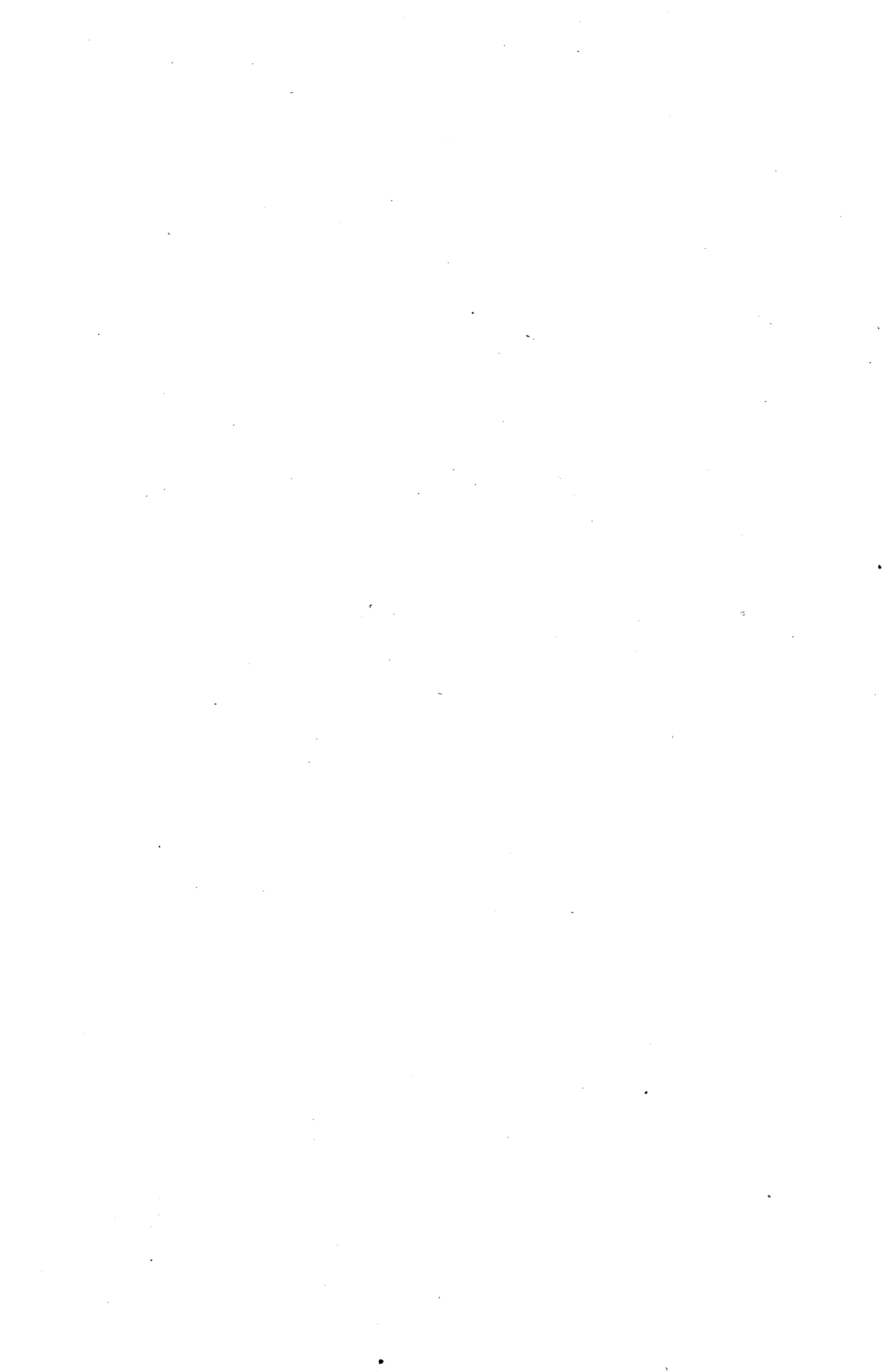
16. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at twenty-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. 21.

TUESDAY, 8TH OCTOBER, 1901.

Question.

1. The Hon. N. LEVI: To call the attention of the Honorable the Solicitor-General to certain statements and notices in the daily press of Monday, the 30th September, and Tuesday, 1st October, of 25 prosecutions against flower sellers in the public streets of Melbourne, and to ask if he will take steps to enable flower sellers to earn their living by following their avocation without molestation if they do not misconduct themselves.

Government Business.

ORDERS OF THE DAY:—

1. ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—To be further considered in Committee.
2. MELBOURNE SAILORS' HOME BILL—Second reading.
3. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—Second reading.
4. VERMIN DESTRUCTION BILL—Second reading.
5. { JUSTICES LAW FURTHER AMENDMENT BILL { To be further considered in Committee.
6. { JUSTICES ACT 1890 AMENDMENT BILL { To be further considered in Committee.
7. BOILERS INSPECTION AND REGULATION BILL—Second reading.
8. WARRNAMBOOL LAND BILL—Second reading.
9. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 15TH OCTOBER.

Question.

1. The Hon. J. STERNBERG: To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health; if so, when; and when was such Order placed upon the Table of this House.

WEDNESDAY, 23RD OCTOBER.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 8th October.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

PARLIAMENT BUILDINGS (JOINT)—at three o'clock.

PARLIAMENTARY PAPERS ISSUED 2ND OCTOBER, 1901.

Notices of Motion and Orders of the Day. No. 21.

Vermin Destruction Bill—[7]. (To Members of Council only.)

Municipal Overdrafts (Indemnity) Bill—[89].

Melbourne Sailors' Home Bill—[91].

Artificial Manures Bill.—New Clause to be proposed by the Hon. W. Pitt—[48]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 39.

Trading Stamps Bill—[43].

VICTORIA.

No. 22.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 8TH OCTOBER, 1901.

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 LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable W. McCulloch, and the same was read by the Honorable the President:—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 10.

The Lieutenant-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 further provide for the payment of Old-age Pensions.”

Government Offices,
Melbourne, 27th September, 1901.

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 Consolidate the Laws relating to the Sale and Occupation of Crown Lands,*” with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 8th October, 1901.

6. LAND LAWS CONSOLIDATION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to Consolidate the Laws relating to the Sale and Occupation of Crown Lands,*” 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 return to the Legislative Council the Bill intituled “*An Act relating to the Destruction of Wild Dogs,*” 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 with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 8th October, 1901.

Ordered—That the foregoing Message be taken into consideration to-morrow.

(500 copies.)

8. ADJOURNMENT.—The Honorable C. J. Ham 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. J. Ham then said that he proposed to speak on the subject of the enforcement of the law regarding Flower Sellers, and moved, That the House do now adjourn. Debate ensued. Question—put and negatived.

9. ARTIFICIAL MANURES ACT 1897 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 E. J. Crooke 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 E. J. Crooke, the Council adopted the Report from the Committee of the whole on this Bill. And, on the further motion of the Honorable E. J. Crooke, the Bill was read a third time and passed. The Honorable E. J. Crooke moved, That the following be the title of the Bill :—

“ *An Act to amend the ‘Artificial Manures Act 1897.’* ”

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. 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 City of Hawthorn to construct and provide 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.

Legislative Assembly,
Melbourne, 8th October, 1901.

F. C. MASON,
Speaker.

And then the Council, at twenty-five 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. 22.

WEDNESDAY, 9TH OCTOBER, 1901.

Government Business.

ORDERS OF THE DAY :—

1. WILD DOGS DESTRUCTION BILL—Consideration of Message from Legislative Assembly.
2. MELBOURNE SAILORS' HOME BILL—Second reading.
3. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—Second reading.
4. VERMIN DESTRUCTION BILL.—Second reading.
5. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
6. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
7. BOILERS INSPECTION AND REGULATION BILL—Second reading.
8. WARRNAMBOOL LAND BILL—Second reading.
9. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 15TH OCTOBER.

Questions.

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.
2. The Hon. WALTER S. MANIFOLD : To call the attention of the Honorable the Solicitor-General to the advertisement in the *Government Gazette* of the 21st June last, page 2401, calling for tenders for the destruction of Vermin on the Crown Lands in the Shire of Warrnambool and parishes of Framlingham East and West, and to ask—
 - (1) What is the approximate area referred to.
 - (2) Whether a tender for the work was accepted ; and if so, what was the money consideration —and also under the four preceding contracts.
 - (3) Whether any such contract was carried out so as to comply with section 7 of the *Vermin Destruction Act* 1890.
 - (4) Should any rabbits or foxes, or other vermin, still exist upon such land, does the Crown hold itself absolved from its liability as owner, under that section, by reason of having issued a grazing licence for twelve months over the whole of said lands to the contractor.
 - (5) If the contractor for the time being is alone liable for non-compliance of section 7, has any inspector ever ordered him to dig out the burrows or cause all dead or fallen timber to be removed or burnt, and, failing compliance, put on men at the contractor's expense.
 - (6) If the Crown acknowledges its continued liability, has the inspector ever put on men at the expense of the Crown, as owner, to dig out all the burrows or to remove or burn all dead and fallen timber.

Government Business.

ORDER OF THE DAY:—

1. LAND LAWS CONSOLIDATION BILL—Second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. J. STERNBERG: To move, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

 WEDNESDAY, 23RD OCTOBER.
General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

 PARLIAMENTARY PAPERS ISSUED SINCE 3RD OCTOBER, 1901.

- Minutes of the Proceedings of the Legislative Council. No. 21.
 Notices of Motion and Orders of the Day. No. 22.
 Justices Bill—[1]. (To Members of Council only.)
 Wild Dogs Bill.—Amendments of the Legislative Council disagreed with by the Legislative Assembly.
 (To Members of Council only.)

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- Votes and Proceedings of the Legislative Assembly. Nos. 38, 39, and 40.
 Notices of Motion and Orders of the Day. No. 41.
 Old-age Pensions Bill—[85].
 Port Melbourne Loan Bill—[90].
 Meat Supervision Bill.—Amendments to be proposed by Mr. Prendergast. (To Members only.)
 Old-age Pensions Bill.—Amendments to be proposed in Committee by Mr. Barbour. (To Members only).

VICTORIA.

No. 23.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 9TH OCTOBER, 1901.

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 Mining Development Acts*," with which they desire the concurrence of the Legislative Council.
Legislative Assembly,
Melbourne, 9th October, 1901.
F. C. MASON,
Speaker.
5. MINING DEVELOPMENT ACTS AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the Mining Development Acts*," 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, 22nd October instant.
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 provide for the resumption by the Crown of certain land in the county of Bendigo parish of Pompapiel*," with which they desire the concurrence of the Legislative Council.
Legislative Assembly,
Melbourne, 9th October, 1901.
F. C. MASON,
Speaker.
7. POMPAPIEL LAND RESUMPTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to provide for the resumption by the Crown of certain land in the county of Bendigo parish of Pompapiel*," 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, 22nd October instant.
8. WILD DOGS DESTRUCTION 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 :—
2. Clause 3, line 13, omit "Twenty" and insert "not less than Ten."
6. Clause 6, line 17, omit "Twenty" and insert "Ten."
The Honorable W. McCulloch moved, That the Council do not insist on their amendments disagreed with by the Legislative Assembly.
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 do not insist on their amendments disagreed with by the Legislative Assembly.

9. MELBOURNE SAILORS' HOME 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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
 And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
 The Honorable A. Wynne moved, That the following be the title of the Bill :—
“ An Act to enable the Trustees of the Melbourne Sailors' Home to sell and convey certain land situate in the City of Melbourne and vested in such Trustees as a site for a Sailors' Home and to acquire other land therefor 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. 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 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, 22nd October instant, again resolve itself into the said Committee.
11. VERMIN DESTRUCTION 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.
 The Honorable N. Thornley 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, 22nd October instant.
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 relating to Coal Mines,*” with which they desire the concurrence of the Legislative Council.
 F. C. MASON,
 Speaker.
 Legislative Assembly,
 Melbourne, 9th October, 1901.
13. COAL MINES BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act relating to Coal Mines,*” 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, 22nd October instant.
14. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday, 22nd October instant.
Justices Law further Amendment Bill } *To be further considered in Committee.*
Justices Act 1890 Amendment Bill } *To be further considered in Committee.*
Boilers Inspection and Regulation Bill—*Second reading.*
Warrnambool Land Bill—*Second reading.*
Poisons Act 1890 further Amendment Bill—*Second reading.*
15. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 22nd October instant.
 Question—put and resolved in the affirmative.

And then the Council at thirty-one minutes past six o'clock adjourned until Tuesday, 22nd October instant.

GEORGE H. JENKINS,
 Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 23.

TUESDAY, 22ND OCTOBER, 1901.

Questions.

1. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.
2. The Hon. WALTER S. MANIFOLD : To call the attention of the Honorable the Solicitor-General to the advertisement in the *Government Gazette* of the 21st June last, page 2401, calling for tenders for the destruction of Vermin on the Crown Lands in the Shire of Warrnambool and parishes of Framlingham East and West, and to ask—
 - (1) What is the approximate area referred to.
 - (2) Whether a tender for the work was accepted ; and if so, what was the money consideration —and also under the four preceding contracts.
 - (3) Whether any such contract was carried out so as to comply with section 7 of the *Vermin Destruction Act* 1890.
 - (4) Should any rabbits or foxes, or other vermin, still exist upon such land, does the Crown hold itself absolved from its liability as owner, under that section, by reason of having issued a grazing licence for twelve months over the whole of said lands to the contractor.
 - (5) If the contractor for the time being is alone liable for non-compliance of section 7, has any inspector ever ordered him to dig out the burrows or cause all dead or fallen timber to be removed or burnt, and, failing compliance, put on men at the contractor's expense.
 - (6) If the Crown acknowledges its continued liability, has the inspector ever put on men at the expense of the Crown, as owner, to dig out all the burrows or to remove or burn all dead and fallen timber.

Government Business.

ORDERS OF THE DAY :—

1. LAND LAWS CONSOLIDATION BILL—Second reading.
2. MINING DEVELOPMENT ACTS AMENDMENT BILL—Second reading.
3. POMPAPIEL LAND RESUMPTION BILL—Second reading.
4. COAL MINES BILL—Second reading.
5. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
6. VERMIN DESTRUCTION BILL.—Second reading—*Resumption of debate.*
7. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
8. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
9. BOILERS INSPECTION AND REGULATION BILL—Second reading.
10. WARRNAMBOOL LAND BILL—Second reading.
11. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

(160 copies.)

General Business.

NOTICE OF MOTION :—

1. The Hon. J. STERNBERG : To move, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum ; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

WEDNESDAY, 23RD OCTOBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 9TH OCTOBER, 1901.

Notices of Motion and Orders of the Day. No. 23.
Mining Development Bill—[73]. (To Members of Council only.)
Pompapiel Land Bill—[78]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 42.
Water Supply Loans Application Bill—[52].
Bendigo Land Sale Bill—[94].
Marine Bill.—Amendments to be proposed by Mr. W. H. Williams. (To Members only.)
Meat Supervision Bill.—New Clauses to be proposed by Mr. Wilkins. (To Members only.)
Trading Coupons Abolition Bill.—Amendments to be proposed in Committee by Mr. McGregor. (To Members only.)

MEETING OF SELECT COMMITTEE.

Tuesday, 22nd October.

MONEY LENDERS BILL—at three o'clock.

VICTORIA.

No. 24.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 22ND OCTOBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ADJOURNMENT.—The Honorable A. Wynne moved, That the Council do now adjourn out of respect to the late Honorable John Alston Wallace.
Debate ensued.
Question—put and resolved in the affirmative.

And then the Council, at twenty-one minutes past five 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. 24.

WEDNESDAY, 23RD OCTOBER, 1901.

Questions.

- i. The Hon. J. STERNBERG : To ask the Honorable the Solicitor-General—
 1. Is it the intention of the Health Department to continue to denaturate all the matured wines found in the hands of vigneron and others which contain salicylic acid (even in the smallest quantities per gallon), notwithstanding any protest which may be made by the owners against such destruction.
 2. Under what section of the *Adulteration of Wine Act* 1900 does the Department claim to possess the power of denaturing and so destroying wines found in the possession of vigneron which are known to contain such ingredients.
 3. Has any Order in Council been passed giving such powers to the Board of Health ; if so, when ; and when was such Order placed upon the Table of this House.
2. The Hon. WALTER S. MANIFOLD : To call the attention of the Honorable the Solicitor-General to the advertisement in the *Government Gazette* of the 21st June last, page 2401, calling for tenders for the destruction of vermin on the Crown Lands in the Shire of Warrnambool and parishes of Framlingham East and West, and to ask—
 - (1) What is the approximate area referred to.
 - (2) Whether a tender for the work was accepted ; and if so, what was the money consideration—and also under the four preceding contracts.
 - (3) Whether any such contract was carried out so as to comply with section 7 of the *Vermin Destruction Act* 1890.
 - (4) Should any rabbits or foxes, or other vermin, still exist upon such land, does the Crown hold itself absolved from its liability as owner, under that section, by reason of having issued a grazing licence for twelve months over the whole of said lands to the contractor.
 - (5) If the contractor for the time being is alone liable for non-compliance of section 7, has any inspector ever ordered him to dig out the burrows or cause all dead or fallen timber to be removed or burnt, and, failing compliance, put on men at the contractor's expense.
 - (6) If the Crown acknowledges its continued liability, has the inspector ever put on men at the expense of the Crown, as owner, to dig out all the burrows or to remove or burn all dead and fallen timber.

General Business.

NOTICE OF MOTION :—

1. The Hon. J. STERNBERG : To move, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum ; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

Government Business.

ORDERS OF THE DAY : -

1. LAND LAWS CONSOLIDATION BILL—Second reading.
2. MINING DEVELOPMENT ACTS AMENDMENT BILL—Second reading.
3. POMPAPIEL LAND RESUMPTION BILL—Second reading.
4. WARRNAMBOOL LAND BILL—Second reading.
5. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
6. VERMIN DESTRUCTION BILL.—Second reading—*Resumption of debate.*
7. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
8. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
9. BOILERS INSPECTION AND REGULATION BILL—Second reading.
10. COAL MINES BILL—Second reading.
11. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 17TH OCTOBER, 1901.

Notices of Motion and Orders of the Day. No. 24.

Votes and Proceedings of the Legislative Assembly. Nos. 44, 45, and 46.

Notices of Motion and Orders of the Day. No. 47.

Teachers Bill. [56].

Queenscliff Market Land Bill—[88].

Old-age Pensions Bill—

Amendments to be proposed by Mr. Peacock. (To Members only.)

Amendments and New Clauses to be proposed in Committee by Mr. McLeod. (To Members only.)

Report from Parliamentary Standing Committee on Railways on question of Railway Communication with Woolamai, San Remo, and Cape Patterson, &c. Report No. 5.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 23rd October.

REFRESHMENT ROOMS—at three o'clock.

Tuesday, 29th October.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

VICTORIA.

No. 25.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 23RD OCTOBER, 1901.

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 Rupert T. H. Clarke, Bart., having approached the Table, 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, 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 (£2,183) Two thousand one hundred and eighty-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 Merriang, and are known as—

“Nine thousand seven hundred and five acres in the parish of Darraweit Guim, No. 5 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 one hundred and eighty-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.

“RUPERT T. H. CLARKE.”

5. **DISTINGUISHED VISITOR.**—The Honorable A. Wynne moved, That a chair be provided on the floor of the Council Chamber for Lieutenant-Colonel the Honorable Senator Sir Frederick Thomas Sargood, K.C.M.G.

Question—put and resolved in the affirmative.

6. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 11.

The Lieutenant-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 authorize and validate certain Expenditure by the Councils of various Municipalities in connexion with the mourning for the Death of Her late Majesty Queen Victoria or in commemoration of Her Reign and in the Opening of the Parliament of the Commonwealth and the Visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York and towards the cost of celebrating and commemorating the services rendered by Imperial and Colonial Soldiers in South Africa and China.* ”

“ *An Act to sanction the acquisition by the State of certain land in the County of Grenville known as the Eurack Estate.* ”

“ *An Act to amend the ‘ Dookie and Katamatite Tramway Act 1897.’* ”

“ *An Act to further amend the ‘ Marriage Act 1890.’* ”

“ *An Act for the purpose of altering the reservation of the Wangaratta Town Hall Site so far as that reservation relates to Athenæum purposes.* ”

“ *An Act to authorize the sale of the Mooroopna Race-course Reserve and for other purposes.* ”

Government Offices,
Melbourne, 8th October, 1901.

7. CORRECTION IN ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL.—The President announced that he had received the following report from the Clerk :—

Parliament House,
Melbourne, 22nd October, 1901.

Mr. President—

I have the honour to report that, in pursuance of Standing Order No. 299, I have made the following correction in the Bill intituled “ *An Act to amend the Artificial Manures Act 1897* ” :—

In clause A, the first word “ That ” has been omitted.

I have the honour to be, Sir,
Your most obedient Servant,

GEORGE H. JENKINS,
Clerk of the Legislative Council.

The Honorable the President of the Legislative Council,
&c., &c., &c.

8. CORRECTION IN MELBOURNE SAILORS' HOME BILL.—The President announced that he had received the following report from the Clerk :—

Parliament House,
Melbourne, 22nd October, 1901.

Mr. President—

I have the honour to report that, in pursuance of Standing Order No. 299, I have made the following correction in the Bill intituled “ *An Act to enable the Trustees of the Melbourne Sailors' Home to sell and convey certain Land situate in the City of Melbourne and vested in such Trustees as a Site for a Sailors' Home and to acquire other Land therefor and for other purposes* ” :—

In clause 6, line 20, the words “ time be ” have been inserted after the words “ time to. ”

I have the honour to be, Sir,
Your most obedient Servant,

GEORGE H. JENKINS,
Clerk of the Legislative Council.

The Honorable the President of the Legislative Council,
&c., &c., &c.

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 Town of Port Melbourne 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, 22nd October, 1901.

F. C. MASON,
Speaker.

10. PORT MELBOURNE LOAN BILL.—The Honorable G. Godfrey moved, That the Bill transmitted by the foregoing Message, intituled “ *An Act to authorize the Town of Port Melbourne 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.

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 further amend the 'Registration of Births Deaths and Marriages Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 22nd October, 1901.

F. C. MASON,
Speaker.

12. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further amend the 'Registration of Births Deaths and Marriages 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.

13. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Thirty-seventh Report of the Board for the Protection of the Aborigines.

Education—Report of the Minister of Public Instruction for the year 1900–1901.

Statistical Register of the Colony of Victoria for the year 1900—Part III., Finance, &c.

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:—

Bank Liabilities and Assets.—Summary of Sworn Returns for the quarter ended 30th June, 1901.

Constitution Statute.—Statement of Expenditure under Schedule D to Act 18 & 19 Vict., Cap. 55, during the year 1900–1901.

Twenty-second Annual Report on Friendly Societies.—Report of the Actuary for Friendly Societies for the year 1899, to which are appended the Valuations, Contributions and Benefits, Statistics of Friendly Societies &c.

Marine Act 1890.—Regulations.

Marine Board of Victoria.—Statements of Receipts and Disbursements on Pilotage Account, from 1st January, 1900, to 31st December, 1900.

Water Act 1890—

Kerang East Irrigation and Water Supply Trust.—

Increase of Trust District and Alteration of Boundaries.

Allotment of Water from the Kow Swamp National Works.

Rodney Irrigation and Water Supply Trust.—Excision of Land from the Trust District.

14. ADJOURNMENT.—The Honorable H. W. H. Irvine 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 H. W. H. Irvine then said that he proposed to speak on the subject of denaturing all the matured wines containing salicylic acid, and moved, That the House do now adjourn.

Debate ensued.

Question—put and negatived.

15. CASE OF A. DABSHECK.—The Honorable J. Sternberg moved, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

Question—put and resolved in the affirmative.

16. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 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—

The Honorable G. Godfrey 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, 6th November.

17. LAND LAWS CONSOLIDATION 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 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. MINING DEVELOPMENT ACTS 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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“An Act to amend the Mining Development Acts.”

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. POMPAPIEL LAND RESUMPTION 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 provide for the resumption by the Crown of certain Land in the County of Bendigo, Parish of Pompapiel.”

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. WARRNAMBOOL LAND 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 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 A. Wynne the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“An Act to revoke the Permanent Reservation of certain Land in the Town of Warrnambool.”

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. VERMIN DESTRUCTION 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 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.

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 ‘ Vermin Destruction 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.

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

Municipal Overdrafts (Indemnity) Bill.—To be further considered in Committee.

Justices Law further Amendment Bill } To be further considered in Committee.

Justices Act 1890 Amendment Bill } To be further considered in Committee.

Boilers Inspection and Regulation Bill—Second reading.

Coal Mines Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

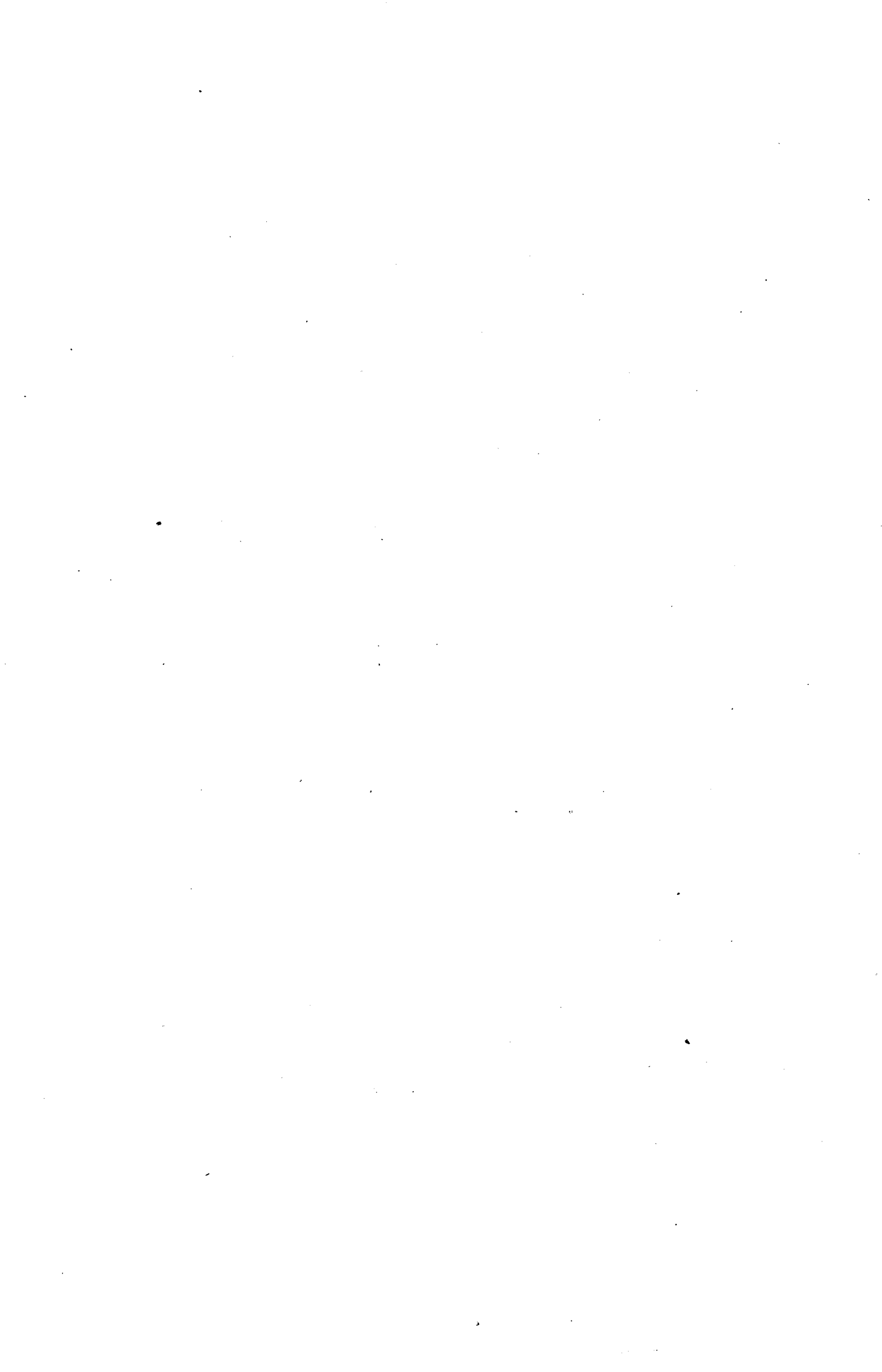
23. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at sixteen minutes past 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. 25.

TUESDAY, 29TH OCTOBER, 1901.

Government Business.

ORDERS OF THE DAY :—

1. LAND LAWS CONSOLIDATION BILL—To be further considered in Committee.
2. COAL MINES BILL—Second reading.
3. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
4. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
5. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

General Business.

ORDERS OF THE DAY :—

1. PORT MELBOURNE LOAN BILL—Second reading.
2. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 FURTHER AMENDMENT BILL—Second reading.

WEDNESDAY, 6TH NOVEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 29th October.

ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.

Wednesday, 30th October.

CASE OF A. DABSHECK—at three o'clock.

PARLIAMENTARY PAPERS ISSUED 23RD OCTOBER, 1901.

Notices of Motion and Orders of the Day. No. 25.

Registration of Births Deaths and Marriages Bill—[54]. (To Members of Council only.)

Port Melbourne Loan Bill—[90]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 48.

Artificial Manures Bill—[48]. (To Members only.)

Melbourne Sailors' Home Bill—[91]. (To Members only.)

Mortgage Limitation Bill—[99].

Old-age Pensions Bill—Amendment to be proposed in Committee by Mr. A. Harris. (To Members only.)

VICTORIA.

No. 26.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 29TH OCTOBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPER.—The following Paper, pursuant to the direction of an Act of Parliament, was laid upon the Table by the Clerk :—
 Fifteenth Annual Report on Trade Unions.—Report of the Actuary for Friendly Societies for the year 1900, with an Appendix.
5. LAND LAWS CONSOLIDATION 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 A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
 And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
 The Honorable A. Wynne moved, That the following be the title of the Bill :—
“An Act to consolidate the Laws relating to the Sale and Occupation of Crown Lands.”
 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.
6. COAL MINES 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.
 The Honorable A. O. Sachse 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.
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 consolidate the Laws relating to the Sale and Occupation of Crown Lands,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendments made in such Bill by the Legislative Council.

F. C. MASON,
 Speaker.

Legislative Assembly,
 Melbourne, 29th October, 1901.

(500 copies.)

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

Municipal Overdrafts (Indemnity) Bill.—*To be further considered in Committee.*

Justices Law further Amendment Bill } *To be further considered in Committee.*

Justices Act 1890 Amendment Bill } *To be further considered in Committee.*

Boilers Inspection and Regulation Bill—*Second reading.*

Poisons Act 1890 further Amendment Bill—*Second reading.*

Port Melbourne Loan Bill—*Second reading.*

Registration of Births Deaths and Marriages Act 1890 further Amendment Bill—*Second reading.*

And then the Council, at forty-two 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. 26.

WEDNESDAY, 30TH OCTOBER, 1901.

General Business.

ORDERS OF THE DAY :—

1. PORT MELBOURNE LOAN BILL—Second reading.
2. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 FURTHER AMENDMENT BILL—Second reading.

Government Business.

ORDERS OF THE DAY :—

1. COAL MINES BILL—Second reading—*Resumption of debate.*
2. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
3. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
4. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
5. BOILERS INSPECTION AND REGULATION BILL—Second reading.
6. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.

TUESDAY, 5TH NOVEMBER.

Question.

- *1. The Hon. Dr. W. H. EMBLING : To call the attention of the Honorable the Solicitor-General to the necessity for uniform teaching and one Central Examining Board for Nurse Training Schools ; and to ask if the Government will take action in the matter.

WEDNESDAY, 6TH NOVEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 30th October.

- ELECTRIC TRACTION ON RAILWAYS—at half-past two o'clock.
CASE OF A. DABSHECK—at three o'clock.
MONEY LENDERS BILL—at a quarter to four o'clock.

(120 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 24TH OCTOBER, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 24 and 25.

Notices of Motion and Orders of the Day. No. 26.

Justices Bill.—New Clauses D and E to be proposed by the Honorable Agar Wynne. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 47, 48, and 49.

Notices of Motion and Orders of the Day. No. 50.

Weekly Report of Divisions. No. 5.

Old-age Pensions Bill—[85]. (To Members only.)

Warrnambool Land Bill—[63]. (To Members only.)

Vermin Destruction Bill.—Amendments of the Legislative Council. (To Members only.)

Meat Supervision Bill.—New Clauses to be proposed by Mr. Morrissey. (To Members only.)

Trading Stamps Bill.—Amendments to be proposed by Sir Samuel Gillott. (To Members only.)

Old-age Pensions Bill.—Amendments to be proposed on consideration of Report on Third Reading. (To Members only.)

Twenty-second Annual Report on Friendly Societies. No. 4.

Rules under Division VII. of the *Companies Act* 1896. No. 9.

Statistical Register of the Colony of Victoria for Year 1900.—Part III.—Finance, &c. No. 15.

Bank Liabilities and Assets—Summary of Sworn Returns for Quarter ended 30th June, 1901. No. 40.

Thirty-seventh Report of Board for the Protection of Aborigines. No. 42.

Report from Select Committee upon Case of Mr. Walter Reynolds, &c. D.—No. 1.

VICTORIA.

No. 27.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 30TH OCTOBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to amend the Melbourne and Metropolitan Board of Works Acts.
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 the Melbourne and Metropolitan Board of Works 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 November next.
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 prevent the use of Trading Stamps or Coupons,*” with which they desire the concurrence of the Legislative Council.
Legislative Assembly,
Melbourne, 30th October, 1901.
F. C. MASON,
Speaker.
6. TRADE COUPONS ABOLITION BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to prevent the use of Trading Stamps or Coupons,*” 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 November 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 provide for the Sale of certain Land in the City of Bendigo,*” with which they desire the concurrence of the Legislative Council.
Legislative Assembly,
Melbourne, 30th October, 1901.
F. C. MASON,
Speaker.
8. BENDIGO LAND SALE BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to provide for the Sale of certain Land in the City of Bendigo,*” 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 November next.

9. PORT MELBOURNE LOAN BILL.—The Order of the Day for the second reading of this Bill having been read—The Honorable G. Godfrey moved, That this Bill be now read a second time.
Question—put and resolved in the affirmative—Bill read a second time.
The Honorable G. Godfrey 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 G. Godfrey, 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 G. Godfrey, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable G. Godfrey moved, That the following be the title of the Bill:—

“An Act to authorize the Town of Port Melbourne 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.

10. REGISTRATION OF BIRTHS DEATHS AND MARRIAGES ACT 1890 FURTHER 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.

The Council divided.

Ayes, 8.

The Hon. T. Comrie
H. W. H. Irvine
D. Melville
G. Simmie
H. Williams
A. Wynne.

Tellers.

G. Godfrey
J. Sternberg.

Noes, 16.

The Hon. J. H. Abbott
W. L. Baillieu
S. G. Black
F. Brown
T. Brunton
J. M. Davies
D. Ham
N. Levi
Walter S. Manifold
E. Morey
J. M. Pratt
A. O. Sachse
E. E. Smith
Sir A. Snowden.

Tellers.

F. S. Grimwade
T. C. Harwood.

And so it passed in the negative.

11. COAL MINES 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 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 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, 12th November 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, 12th November next:—

Municipal Overdrafts (Indemnity) Bill—To be further considered in Committee.

Justices Law further Amendment Bill } To be further considered in Committee.

Justices Act 1890 Amendment Bill } To be further considered in Committee.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

13. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Tuesday, 12th November next.

Question—put and resolved in the affirmative.

And then the Council, at fifty minutes past nine o'clock, adjourned until Tuesday, 12th November next.

GEORGE H. JENKINS,

Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 27.

TUESDAY, 12TH NOVEMBER, 1901.

Question.

1. The Hon. Dr. W. H. EMBLING : To call the attention of the Honorable the Solicitor-General to the necessity for uniform teaching and one Central Examining Board for Nurse Training Schools ; and to ask if the Government will take action in the matter.

Government Business.

ORDERS OF THE DAY :—

1. TRADE COUPONS ABOLITION BILL—Second reading.
2. COAL MINES BILL—To be further considered in Committee.
3. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
4. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
5. { JUSTICES ACT 1890 AMENDMENT BILL } To be further considered in Committee.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. BENDIGO LAND SALE BILL—Second reading.
9. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 30TH OCTOBER, 1901.

Minutes of the Proceedings of the Legislative Council. No 26.

Notices of Motion and Orders of the Day. No. 27.

Trading Stamps Bill—[43]. (To Members of Council only.)

Bendigo Land Sale Bill—[94]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 51.

VICTORIA.

No. 28.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 12TH NOVEMBER, 1901.

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 during the adjournment of the Council he had issued a Writ for the election of a Member to serve for the North-Eastern Province in the place of the Honorable John Alston Wallace, deceased.
5. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President:—

JOHN MADDEN,
Lieutenant-Governor.

Message No. 12.

The Lieutenant-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 relating to the Destruction of Wild Dogs.”

“An Act to authorize the City of Hawthorn to construct and provide certain Permanent Works and Undertakings in lieu of certain other Permanent Works and Undertakings.”

“An Act to amend the Mining Development Acts.”

“An Act to provide for the resumption by the Crown of certain Land in the County of Bendigo parish of Pompapiel.”

Government Offices,
Melbourne, 6th November, 1901.

6. MONEY LENDERS BILL.—The Honorable A. Wynne, on behalf of the Chairman, brought up the report from the Select Committee on this Bill.
Ordered to lie on the Table, and to be printed.
7. PETITION.—The Honorable N. Levi presented a petition from the Co-operative Coupon Company Limited, under the seal of the said company, praying that the Council would extend the operation of the Trade Coupons Abolition Bill for a further six months to enable the petitioner to meet all liabilities, and furthermore to allow the petitioner to be heard at the Bar of the House in support of his petition, prior to the second reading of the Bill.
Ordered to lie on the Table, and referred to the Committee of the Whole on the Trade Coupons Abolition Bill.

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 provide for the Payment of Old-age Pensions and for other purposes,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 12th November, 1901.

9. OLD-AGE PENSIONS BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to provide for the Payment of Old-age Pensions 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.

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 Marine 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.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 12th November, 1901.

Ordered—That the foregoing Message be 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 the Resumption by the Crown of certain Land in the County of Grant Municipal District of Queenscliff,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 12th November, 1901.

12. QUEENSCLIFF LAND RESUMPTION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to provide for the Resumption by the Crown of certain land in the County of Grant Municipal District of Queenscliff,*" 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 the Bill intituled "*An Act to amend the 'Vegetation Diseases Act 1896,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 12th November, 1901.

14. VEGETATION DISEASES ACT 1896 AMENDMENT BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Vegetation Diseases 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.

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

Marine Act 1890—Regulations.

Water Act 1890—

Bairnsdale Irrigation and Water Supply Trust—Regulation No. 15.

General Rate—Kerang East Irrigation and Water Supply Trust—Rating Regulation.

16. MONEY LENDERS BILL.—The Honorable A. Wynne moved, by leave, That the House will to-morrow resolve itself into a Committee of the whole to consider the Money Lenders Bill.

Question—put and resolved in the affirmative.

17. TRADE COUPONS ABOLITION 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.

18. ADJOURNMENT.—The Honorable A. Wynne moved, That the House do now adjourn.
Debate ensued.
Question—put and resolved in the affirmative.

And then the Council, at thirty-six 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. 28.

WEDNESDAY, 13TH NOVEMBER, 1901.

General Business.

NOTICE OF MOTION:—

1. The Hon. D. MELVILLE : To move, That there be laid before this House a return showing the results of the experiment of the reduction of fares on the passenger traffic on the Coburg line as follow :—
 1. The number of monthly tickets issued on the Coburg line for the three years prior to December, 1893 ; and the gross amount of passenger fares for the same period at Coburg, Moreland, Brunswick, and South Brunswick stations.
 2. The number of monthly tickets and the gross amount of passenger fares on each of the above stations for the three years ending October, 1901.

ORDER OF THE DAY:—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

Government Business.

ORDERS OF THE DAY:—

1. MUNICIPAL OVERDRAFTS (INDEMNITY) BILL—To be further considered in Committee.
2. BENDIGO LAND SALE BILL—Second reading.
3. QUEENSLIFF LAND RESUMPTION BILL—Second reading.
4. { JUSTICES LAW FURTHER AMENDMENT BILL } To be further considered in Committee.
5. { JUSTICES ACT 1890 AMENDMENT BILL }
6. TRADE COUPONS ABOLITION BILL—To be considered in Committee.
7. COAL MINES BILL—To be further considered in Committee.
8. MONEY LENDERS BILL—To be further considered in Committee.
9. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
10. BOILERS INSPECTION AND REGULATION BILL—Second reading.
11. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
12. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

TUESDAY, 19TH NOVEMBER.

Government Business.

ORDERS OF THE DAY:—

1. OLD-AGE PENSIONS BILL—Second reading.
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 13th November.

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

Tuesday, 19th November.

CASE OF A. DABSCHER—at twelve o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 7TH NOVEMBER, 1 01.

Notices of Motion and Orders of the Day. No. 28.

Vegetation Diseases Bill—[33]. (To Members of Council only.)

Old-age Pensions Bill—[85]. (To Members of Council only.)

Queenscliff Market Land Act—[88]. (To Members of Council only.)

Report of Select Committee of Legislative Council on Money Lenders Bill. D. 1.

Votes and Proceedings of the Legislative Assembly. Nos. 53 and 54.

Notices of Motion and Orders of the Day. No. 55.

Meat Supervision Bill.—Amendment to be proposed in Committee by Mr. Ramsay. (To Members only.)

Trade Coupons Abolition Bill.—Amendments to be proposed by the Hon. T. C. Harwood. (To Members only.)

VICTORIA.

No. 29.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 13TH NOVEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. VICTORIAN RAILWAYS—FARES AND PASSENGER TRAFFIC, COBURG LINE.—The Hon. D. Melville moved, That there be laid before this House a return showing the results of the experiment of the reduction of fares on the passenger traffic on the Coburg line as follow :—
 1. The number of monthly tickets issued on the Coburg line for the three years prior to December, 1893 ; and the gross amount of passenger fares for the same period at Coburg, Moreland, Brunswick, and South Brunswick stations.
 2. The number of monthly tickets and the gross amount of passenger fares on each of the above stations for the three years ending October, 1901.

Debate ensued.

Question—put and resolved in the affirmative.

5. POSTPONEMENT OF ORDER OF THE DAY.—Ordered, That the consideration of the following Order of the Day be postponed until Wednesday, 27th November instant :—

Melbourne and Metropolitan Board of Works Act 1890 Amendment Bill—Second reading—
Resumption of debate.

6. MUNICIPAL OVERDRAFTS (INDEMNITY) 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 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 the Bill be transmitted to the Legislative Assembly, with a Message desiring their concurrence therein.

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 relating to the 'Vermin Destruction Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have disagreed with the amendments made in such Bill by the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 13th November, 1901.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

8. BENDIGO LAND SALE 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.

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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

"An Act to provide for the Sale of certain Land in the City of Bendigo."

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. QUEENSLIFF LAND RESUMPTION 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 provide for the Resumption by the Crown of certain Land in the County of Grant, Municipal District of Queenscliff."

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. { JUSTICES LAW FURTHER AMENDMENT BILL. }
{ JUSTICES ACT 1890 AMENDMENT BILL. } —The Order of the Day for the further consideration of these Bills 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 Bills and had, pursuant to the Instruction of the House, consolidated them into one Bill to further amend the law relating to Justices.

Ordered—That the Bill as amended be printed, and taken into consideration on Tuesday next.

11. TRADE COUPONS ABOLITION BILL.—The Order of the Day for the consideration of this Bill in Committee of the whole having been read—on the 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 F. Brown reported that the Committee had gone through the Bill, and agreed to the same with amendments.

The Honorable A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of Clause 2.

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 F. Brown reported that the Committee had reconsidered Clause 2, and agreed to the same with an amendment.

The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to prevent the use of Trading Stamps or Coupons.*”

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.

12. COAL MINES 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 :—

Money Lenders Bill—To be further considered in Committee.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

14. ADJOURNMENT.—The Honorable A. Wynne 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 two 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. 29.

TUESDAY, 19TH NOVEMBER, 1901.

Question.

1. The Hon. J. M. DAVIES : To call the attention of the Honorable the Minister of Public Works to the absence of goods sheds on the Lilydale to Warburton Railway ; and to ask—
 1. When it is proposed to erect such sheds.
 2. How consignees of goods are to ascertain by which trains their goods will be carried.

Government Business.

ORDERS OF THE DAY :—

1. OLD-AGE PENSIONS BILL—Second reading.
2. COAL MINES BILL—To be further considered in Committee.
3. MONEY LENDERS BILL—To be further considered in Committee.
4. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
5. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
6. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
7. JUSTICES LAW FURTHER AMENDMENT BILL—Consideration of report.
8. BOILERS INSPECTION AND REGULATION BILL—Second reading.
9. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
10. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

WEDNESDAY, 27TH NOVEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 19th November.

- CASE OF A. DABSCHECK—at twelve o'clock.
STANDING ORDERS—at half-past three o'clock.

(160 copies.)

PARLIAMENTARY PAPERS ISSUED 13TH NOVEMBER, 1901.

Minutes and Proceedings of the Legislative Council. No. 28.

Notices of Motion and Orders of the Day. No. 29.

Marine Bill.—Amendments made by the Legislative Assembly. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 56.

Education Bill.—Amendments to be proposed in Committee by Mr. Sadler. (To Members only.)

Teachers Bill.—Amendments to be proposed in Committee by Mr. Sadler. (To Members only.)

VICTORIA.

No. 30.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 19TH NOVEMBER, 1901.

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 North-Eastern Province in the place of the Honorable John Alston Wallace, deceased; and by the indorsement on such Writ it appeared that William Orr, of Shepparton, farmer and mining investor, had been elected in pursuance thereof.
5. SWEARING-IN OF MEMBER.—The Honorable William Orr, 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, WILLIAM ORR, 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 twenty-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 Malvern, and is known as “Del Monte,” Mercer-road, Malvern.

“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 Two hundred and twenty-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.

“WM. ORR.”

6. ELECTRIC TRACTION ON RAILWAYS.—The Honorable D. Melville brought up a Progress Report from the Select Committee on Electric Traction on Railways, together with the Proceedings of the Committee and Minutes of Evidence.
Ordered to lie on the Table, and to be printed.
7. OLD-AGE PENSIONS 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 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 :—

Coal Mines Bill—To be further considered in Committee.

Money Lenders Bill—To be further considered in Committee.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Marine Act 1890 further Amendment Bill—Consideration of Message from the Legislative Assembly.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Justices Law further Amendment Bill—Consideration of report.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

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. 30.

WEDNESDAY, 20TH NOVEMBER, 1901.

Question.

1. The Hon. G. GODFREY : To call the attention of the Honorable the Commissioner of Public Works to the disgraceful state of disrepair of the roof of the St. Kilda Railway Station ; and to ask him if he will arrange with the Minister of Railways and the Department to have the same attended to.

Government Business.

ORDERS OF THE DAY :—

1. OLD-AGE PENSIONS BILL—To be further considered in Committee.
2. MONEY LENDERS BILL—To be further considered in Committee.
3. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
4. JUSTICES LAW FURTHER AMENDMENT BILL—Consideration of report.
5. COAL MINES BILL—To be further considered in Committee.
6. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
7. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
8. BOILERS INSPECTION AND REGULATION BILL—Second reading.
9. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
10. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

WEDNESDAY, 27TH NOVEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Tuesday, 26th November.

- CASE OF A. DABSCHICK—at twelve o'clock.
PARLIAMENT BUILDINGS—at half-past three o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 14TH NOVEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. No. 29.

Notices of Motion and Orders of the Day. No. 30.

Justices Bill—[32]. (To Members of Council only.)

Coal Mines Regulation Bill.—Amendments to be proposed by the Hon. W. B. Gray. (To Members of Council only.)

Old-age Pensions Bill.—New Clause to be proposed by the Hon. T. Comrie. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 55, 56, and 57.

Notices of Motion and Orders of the Day. No. 58.

Weekly Report of Divisions. No. 7.

Municipal Overdrafts (Indemnity) Bill—[89]. (To Members only.)

Education Bill.—

New Clause to be proposed in Committee by Mr. Ramsay. (To Members only.)

Amendments to be proposed by Mr. Gurr. (To Members only.)

Trade Coupons Abolition Bill.—Amendments of the Legislative Council. (To Members only.)

Teachers Bill.—

New Clause to be proposed in Committee by Mr. H. R. Williams. (To Members only.)

Amendments to be proposed by Mr. Gurr. (To Members only.)

Fifteenth Annual Report on Trade Unions. No. 45.

Progress Report from the Select Committee on Railway Carriage Lighting, &c. D.—No. 2.

VICTORIA.

No. 31.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 20TH NOVEMBER, 1901.

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 revoke the Permanent Reservation of certain land in the Town of Warrnambool,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the same without amendment.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th November, 1901.

5. COLERAINE RACE-COURSE BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill to provide for the Exchange of Portion of the Coleraine Race-course Reserve for certain adjoining Land.
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 provide for the Exchange of Portion of the Coleraine Race-course Reserve for certain adjoining 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 next.
6. OLD-AGE PENSIONS 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. MONEY LENDERS 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 A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
The Honorable A. Wynne moved, That the following be the title of the Bill :—
"*An Act to amend the Law with respect to Persons carrying on Business as Money Lenders.*"
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. MARINE ACT 1890 FURTHER 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 2, lines 11–12, omit all the words after “suspension” to the end of the clause.
2. Clause 3, line 20, after “proceedings” insert “or if the Court think fit.”
3. „ add the following words to sub-section (1) :—“and every such special case shall after it has been prepared by the said Court of Marine Inquiry be transmitted to the Prothonotary, who shall cause the same to be set down for argument before a Judge of the Supreme Court, and as soon as the opinion of the said Judge has been given upon any such special case the Prothonotary shall cause the same to be drawn up and shall transmit the same to the Court of Marine Inquiry, and the said Court of Marine Inquiry shall give their decision in accordance with the opinion given in the special case.”

Insert the following new clause :—

4. A. (1) A sum at the rate of Six hundred and fifty pounds per annum shall in each financial year be paid out of the consolidated revenue for the purpose of remunerating the members of the Board and the said sum is hereby appropriated accordingly.
- (2) Out of the said sum a sum at the rate of One hundred pounds per annum shall be paid in each financial year to the President, and the remainder of the said sum shall be divided by the Minister amongst the members of the Board other than the President in such proportion as the Minister may determine not exceeding One pound for each member for each sitting of the Board attended by him.

Amendment 1, after debate, disagreed with.

Amendments 2, 3, and 4, after debate, 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, and have disagreed with one of the said amendments.

9. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable A. Wynne the following Order of the Day was read and discharged :—

Justices Law further Amendment Bill.—Consideration of Report.

10. JUSTICES LAW FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 12, 13, and 18, and for the consideration of a proposed new clause.

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 F. Brown reported that the Committee had gone through the Bill, and agreed to the same with further amendments.

The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“An Act to further amend the Law relating to Justices.”

Question—put and resolved in the affirmative.

Ordered—That the Bill be transmitted to the Legislative Assembly, with a Message desiring their concurrence therein.

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

Coal Mines Bill—To be further considered in Committee.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

12. ADJOURNMENT.—The Honorable A. Wynne 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 minutes past eight 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. 31.

TUESDAY, 26TH NOVEMBER, 1901.

Question.

1. The Hon. G. GODFREY : To call the attention of the Honorable the Commissioner of Public Works to the disgraceful state of disrepair of the roof of the St. Kilda Railway Station ; and to ask him if he will arrange with the Minister of Railways and the Department to have the same attended to.

Government Business.

ORDERS OF THE DAY :—

1. OLD-AGE PENSIONS BILL—To be further considered in Committee.
2. COAL MINES BILL—To be further considered in Committee.
3. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
4. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
5. COLERAINE RACE-COURSE BILL—Second reading.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. D. MELVILLE : To move, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.
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WEDNESDAY, 27TH NOVEMBER.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Tuesday, 26th November.

CASE OF A. DABSHECK—at twelve o'clock.

PARLIAMENTARY PAPERS ISSUED 20TH NOVEMBER, 1901.

Notices of Motion and Orders of the Day. No. 31.

Notices of Motion and Orders of the Day. No. 59.

Municipal Overdrafts (Indemnity) Bill.—New Clause to be proposed in Committee by Mr. J. W. Billson. (To Members only.)

VICTORIA.

No. 32.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 26TH NOVEMBER, 1901.

- 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 LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,

Lieutenant-Governor.

Message No. 13.

The Lieutenant-Governor transmits to the Legislative Council a copy of a despatch which he has received from the Right Honorable the Secretary of State for the Colonies, acknowledging the receipt of telegrams of 11th, 12th, and 18th September last, expressing the sympathy and sorrow of the Legislative Council and Legislative Assembly of Victoria on the occasion of the assassination of President McKinley.

Government Offices,
Melbourne, 16th November, 1901.

Victoria,
No. 60.

Downing-street,
30th September, 1901.

SIR,

I have the honour to acknowledge the receipt of your telegrams of the 11th, 12th, and 18th instant, expressing the sympathy and sorrow of the Legislative Council and Legislative Assembly of Victoria on the occasion of the assassination of President McKinley.

2. The American Ambassador, to whom the telegrams have been communicated, desires to convey to the Council and the Assembly the assurance of his deep appreciation of the friendly sentiments, and to thank them for their very sincere and heartfelt expressions of sympathy, which are most gratifying and acceptable to the people of the United States in this period of profound affliction.

I have the honour to be,

Sir,

Your most obedient humble servant,
(Sgd.) J. CHAMBERLAIN.

The Officer Administering the
Government of Victoria.

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 Message from His Excellency the Lieutenant-Governor recommending amendments in the Bill intituled "*An Act to Consolidate the Laws relating to the Sale and Occupation of Crown Lands,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the several amendments recommended by His Excellency the Lieutenant-Governor in this Bill, with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 26th November, 1901.

JOHN MADDEN,
Lieutenant-Governor.

Pursuant to the provisions of section 36 of The Constitution Act, the Lieutenant-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 Consolidate the Laws relating to the Sale and Occupation of Crown Lands*":—

Page 1, clause 1, omit "first day of November"; substitute "thirty-first day of December."

Page 6, clause 3, line 20, omit "the" where first occurring in such line.

Page 65, clause 126, last line but one of clause, omit "Session"; substitute "Sessions."

Page 167, clause 407, third line of clause, omit "or" where it secondly occurs in such line substitute "of."

Sixth Schedule, in the second line of the Note to such Schedule, after the word "be" insert "heard."

Government Offices,
Melbourne, 25th November, 1901.

On the motion of the Honorable A. Wynne the Council agreed to the several amendments recommended by His Excellency the Lieutenant-Governor, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

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 apply out of the Consolidated Revenue the sum of Three hundred and fifty-six thousand five hundred and seventy-nine pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 26th November, 1901.

7. CONSOLIDATED REVENUE BILL (No. 4.)—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to apply out of the Consolidated Revenue the sum of Three hundred and fifty-six thousand five hundred and seventy-nine pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two,*" 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 A. Wynne moved, That this Bill be now read a second time.

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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill:—

"An Act to apply out of the Consolidated Revenue the sum of Three hundred and fifty-six thousand five hundred and seventy-nine pounds to the service of the year One thousand nine hundred and one and One thousand nine hundred and two."

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. 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 prevent the use of Trading Stamps or Coupons and to provide for the Issue of Discount Stamps,*"

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 amendment to omit clause 4, but have made amendments in the clause, with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 26th November, 1901.

And the said amendment was read, and is as follows :—

Amendment made by the Legislative Council.

How dealt with by the Legislative Assembly.

Clause 4, omit this clause

... ..

Disagreed with but the following amendments made in the clause :—Line 1, omit "passing" and insert "commencement"; line 6, omit "fourteen" and insert "twenty"; lines 11 and 12, omit "competent jurisdiction" and insert "petty sessions."

On the motion of the Honorable A. Wynne, after debate, the Council did not insist on their amendment to omit clause 4, and agreed to the amendments made by the Legislative Assembly in the said clause, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

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

- Old-age Pensions Bill—To be further considered in Committee.*
- Coal Mines Bill—To be further considered in Committee.*
- Vegetation Diseases Act 1896 Amendment Bill—Second reading.*
- Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.*
- Coleraine Race-course Bill—Second reading.*
- Boilers Inspection and Regulation Bill—Second reading.*
- Poisons Act 1890 further Amendment Bill—Second reading.*
- Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.*

10. ADJOURNMENT.—The Honorable A. Wynne 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 four minutes past five 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. 32.

TUESDAY, 3RD DECEMBER, 1901.

Question.

1. The Hon. G. GODFREY : To call the attention of the Honorable the Commissioner of Public Works to the disgraceful state of disrepair of the roof of the St. Kilda Railway Station ; and to ask him if he will arrange with the Minister of Railways and the Department to have the same attended to.

Government Business.

ORDERS OF THE DAY :—

1. OLD-AGE PENSIONS BILL—To be further considered in Committee.
2. COAL MINES BILL—To be further considered in Committee.
3. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
4. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
5. COLERAINE RACE-COURSE BILL—Second reading.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. D. MELVILLE : To move, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 21ST NOVEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 30 and 31.

Notices of Motion and Orders of the Day. No. 32.

Factories and Shops Acts, Expenditure under.—Cost of Wages Boards. C. 1.

Progress Report, &c., of Select Committee of Legislative Council on Electric Traction on Railways. D. 2
(To Members of Council only.)

The Melbourne and Metropolitan Board of Works Bill—[100].

Old-age Pensions Bill.—Amendments to be proposed by the Hon. N. Levi. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 58, 59, and 60.

Notices of Motion and Orders of the Day. No. 61.

Weekly Report of Divisions. No. 8.

Railway Loan Bill—[76].

Surplus Revenue Bill—[103].

Employers and Employés Bill—[105].

VICTORIA.

No. 33.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 3RD DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. CORRECTION IN JUSTICES LAW FURTHER AMENDMENT BILL.—The President announced that he had received the following report from the Clerk:—

Parliament House,
Melbourne, 26th November, 1901.

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 Justices*":—

In clause 34, line 41, at end of line, the word "or" has been added.

In the last line of the First Schedule, the word "five" has been omitted and the word "six" inserted.

I have the honour to be, Sir,
Your most obedient Servant,

GEORGE H. JENKINS,
Clerk of the Legislative Council.

The Honorable the President of the Legislative Council,
&c., &c., &c.

5. AUSTRALASIAN DRAMATIC AND MUSICAL ASSOCIATION LAND BILL.—The Honorable W. McCulloch moved, by leave, That he have leave to bring in a Bill to enable the Australasian Dramatic and Musical Association to sell and convey certain Land situate in the City of Fitzroy to the Old Colonists Association of Victoria.
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 enable the Australasian Dramatic and Musical Association to sell and convey certain Land situate in the City of Fitzroy to the Old Colonists Association of Victoria,*" 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 Thursday next.
6. SPORTS BETTING SUPPRESSION BILL.—The Honorable A. Wynne moved, by leave, That he have leave to bring in a Bill for the Suppression of Betting at Sports Meetings.
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 for the Suppression of Betting at Sports Meetings,*" 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,

7. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Lieutenant-Governor—

Charitable Institutions.—Report of Inspector for the year ended 30th June, 1901.

Education.—Appendices to Education Report for the year 1900–1901.

Severally ordered to lie on the Table.

The Honorable A. Wynne presented—

Victorian Railways—Fares and Passenger Traffic, Coburg Line—Return to an Order of the Legislative Council, dated 13th November, 1901, for a Return showing the results of the experiment of the reduction of fares on the passenger traffic on the Coburg line, as follow :—

1. The number of monthly tickets issued on the Coburg line for the three years prior to December, 1893 ; and the gross amount of passenger fares for the same period at Coburg, Moreland, Brunswick, and South Brunswick stations.
2. The number of monthly tickets and the gross amount of passenger fares on each of the above stations for the three years ending October, 1901.

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

The Constitution Act Amendment Act 1890, Part IX.—

Statement of Appointments, Transfers, and Alterations of Classification in the Department of the Legislative Council.

Statement showing the Names of all Persons temporarily employed in the Departments of the Legislative Council and Parliament Gardens.

Statement of Appointments and Transfers in the Department of the Legislative Assembly.

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 20th November, 1900, to 12th November, 1901.

Department of the Library.—Statement of Appointments and Transfers, and of Alterations of Classification, and also Statement of Temporary Appointments, under the authority of Part IX. of *The Constitution Act Amendment Act* 1890.

Statement of Appointments in the Department of Victorian Parliamentary Debates.

Statement showing the Names, Remuneration, Duties, &c., of all persons temporarily employed in the Department of Victorian Parliamentary Debates under the authority of Part IX. of *The Constitution Act Amendment Act* 1890, during the period from 18th June, 1901, to 31st October, 1901.

Land Acts.—Additions and Alterations of Regulations under the,

Public Service Acts.—Regulations.

Savings Banks.—Statements and Returns for the year ended 30th June, 1901.

Summary of Statements for year 1900 made by Companies transacting Life Assurance Business in Victoria.

Victorian Railways.—Report of the Victorian Railways Commissioner for the quarter ending 30th September, 1901.

Water Act 1890—

Bacchus Marsh Irrigation and Water Supply Trust—Graduated Rate—Regulation No. 9 (Draft Form).

Leaghur and Meering Irrigation and Water Supply Trust.—Rating Regulation for 1902.

North Boort Irrigation and Water Supply Trust.—Rating Regulation for 1902.

8. OLD-AGE PENSIONS 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 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, after debate, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to provide for the Payment of Old-age Pensions 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. COAL MINES 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.

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

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Coleraine Race-course Bill—Second reading.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Act 1890 Amendment Bill—Second reading—
Resumption of debate.

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

GEORGE H. JENKINS,

Clerk of the Legislative Council.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

Furthermore, it is noted that the records should be kept in a secure and accessible format. Regular backups are recommended to prevent data loss in the event of a system failure or disaster.

The second part of the document outlines the procedures for handling discrepancies. It states that any variance between the recorded amounts and the actual physical counts should be investigated immediately. The cause of the discrepancy should be identified, and appropriate corrective actions should be taken to prevent recurrence.

Finally, the document concludes by stating that the accuracy and integrity of the records are essential for the overall success of the organization. It encourages all staff members to adhere strictly to the established protocols and to report any irregularities promptly.

Approved by: _____ Date: _____

Prepared by: _____

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 33.

WEDNESDAY, 4TH DECEMBER, 1901.

General Business.

NOTICE OF MOTION :—

1. The Hon. D. MELVILLE : To move, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

Government Business.

ORDERS OF THE DAY :—

1. COAL MINES BILL—To be further considered in Committee.
2. SPORTS BETTING SUPPRESSION BILL—Second reading.
3. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
4. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
5. COLERAINE RACE-COURSE BILL—Second reading.
6. BOILERS INSPECTION AND REGULATION BILL—Second reading.
7. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
8. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

THURSDAY, 5TH DECEMBER.

Government Business.

ORDER OF THE DAY :—

1. AUSTRALASIAN DRAMATIC AND MUSICAL ASSOCIATION LAND BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED SINCE 28TH NOVEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. No. 32.

Notices of Motion and Orders of the Day. No. 33.

Coleraine Race-course Bill—[97].

Old-age Pensions Bill.—Amendments to be proposed by the Hon. W. B. Gray. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 61, 62, and 63.

Notices of Motion and Orders of the Day. No. 63.

Justices Bill—[32]. (To Members only.)

Money Lenders Bill—[59]. (To Members only.)

Australasian Dramatic and Musical Association Land Bill—[83].

Sports Betting Suppression Bill—[102].

Marine Bill.—Amendment of the Legislative Assembly ; how dealt with. (To Members only.)

Meat Supervision Bill.—New Clause to be proposed by Mr. Warde on consideration of Report or Third Reading. (To Members only.)

Report from Parliamentary Standing Committee on Proposed Narrow-gauge Railway from Whitfield to Mahaikah. Report No. 6.



VICTORIA.

No. 34.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 4TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPER.—The following Paper, pursuant to the direction of an Act of Parliament, was laid upon the Table by the Clerk :—
Water Act 1890.—Yatchaw Irrigation and Water Supply Trust.—Rating Regulation for 1902.
5. LEAVE OF ABSENCE.—The Honorable E. J. Crooke moved, That leave of absence be granted to the Honorable J. Hoddinott for the remainder of the session, on account of ill-health.
Question—put and resolved in the affirmative.
6. ELECTRIC TRACTION ON RAILWAYS.—The Honorable D. Melville moved, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.
Debate ensued.
The Honorable J. M. Davies 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.
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 ‘Education Act 1890,’*” with which they desire the concurrence of the Legislative Council.
Legislative Assembly,
Melbourne, 4th December, 1901.
F. C. MASON,
Speaker.
8. EDUCATION ACT 1890 AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to amend the ‘Education 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. 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 ‘ Marine Act 1890,’*” and acquaint the Legislative Council that the Legislative Assembly insist on their amendment in this Bill with which the Legislative Council have disagreed.

Legislative Assembly,
Melbourne, 4th December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

10. COAL MINES 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.

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 enable the Trustees of the Melbourne Sailors’ Home to sell and convey certain Land situate in the City of Melbourne and vested in such Trustees as a Site for a Sailors’ Home and to acquire other Land therefor and for other purposes,*” 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, 4th December, 1901.

F. C. MASON.
Speaker.

Ordered—That the foregoing Message be taken into consideration on Tuesday next.

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

Melbourne and Metropolitan Board of Works Act 1890 Amendment Bill—Second reading
—Resumption of debate.

Sports Betting Suppression Bill—Second reading.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Coleraine Race-course Bill—Second reading.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

13. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until half-past seven o’clock on Tuesday next.

Question—put and resolved in the affirmative.

And then the Council, at fifty-five minutes past ten o’clock, adjourned until half-past seven o’clock on Tuesday next.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

LEGISLATIVE COUNCIL.

Notices of Motion and Orders of the Day.

No. 34.

TUESDAY, 10TH DECEMBER, 1901.

Government Business.

ORDERS OF THE DAY :—

1. COAL MINES BILL—To be further considered in Committee.
2. SPORTS BETTING SUPPRESSION BILL—Second reading.
3. EDUCATION ACT 1890 AMENDMENT BILL—Second reading.
4. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
5. MELBOURNE SAILORS' HOME BILL—Consideration of Message from the Legislative Assembly.
6. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
7. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
8. COLERAINE RACE-COURSE BILL—Second reading.
9. BOILERS INSPECTION AND REGULATION BILL—Second reading.
10. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
11. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.
12. AUSTRALASIAN DRAMATIC AND MUSICAL ASSOCIATION LAND BILL—Second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

WEDNESDAY, 11TH DECEMBER.

General Business.

ORDER OF THE DAY :—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.*

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 4TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 34.

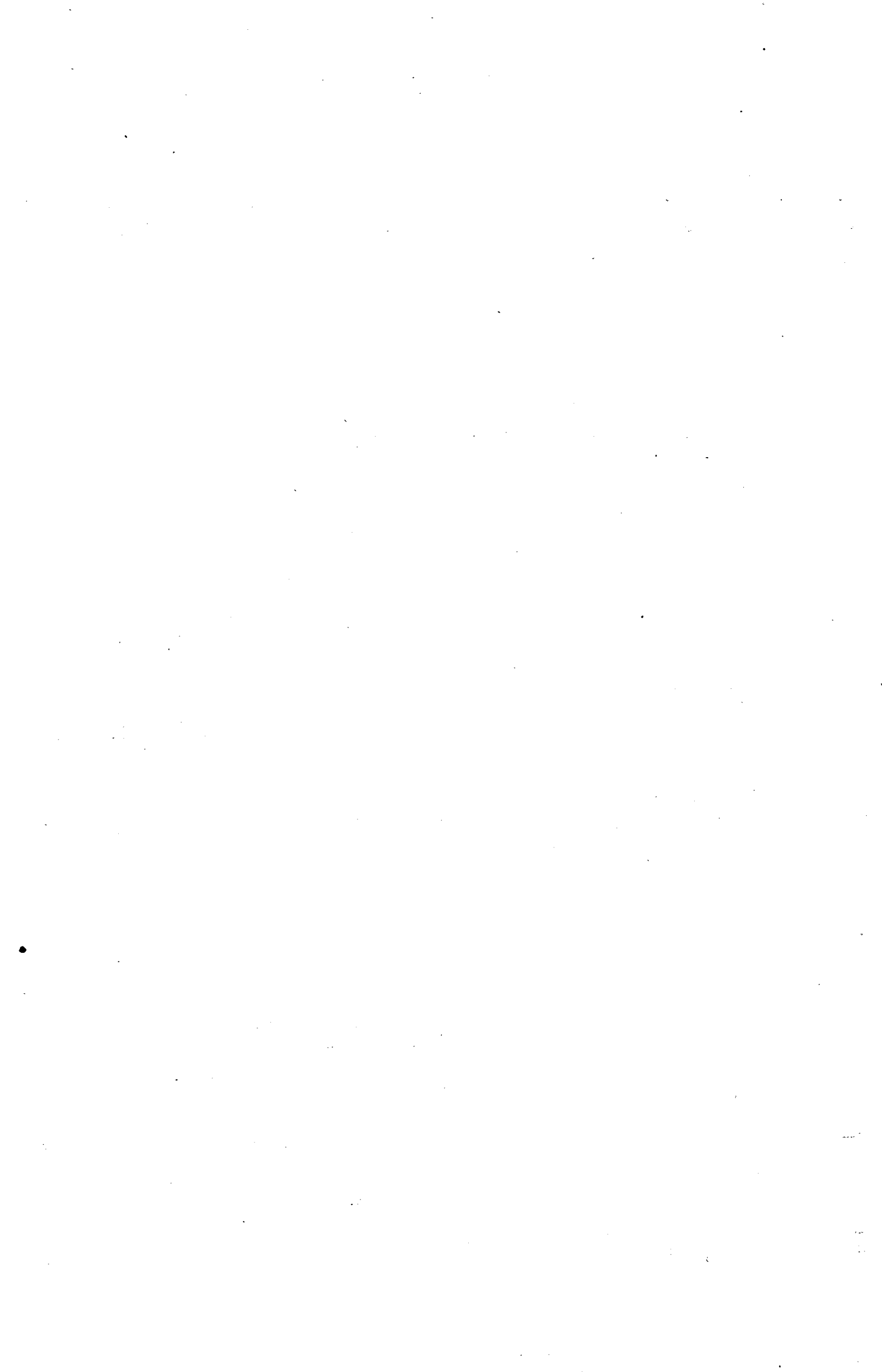
Progress Report, &c., of Select Committee of Legislative Council on Electric Traction on Railways. D. 2.

Notices of Motion and Orders of the Day. No. 65.

Income Tax Rate Bill.—Rates of Duty to be proposed by Mr. Peacock in Committee of Ways and Means.
(To Members only.)

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

(120 copies.)



VICTORIA.

No. 35.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 10TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **SPORTS BETTING SUPPRESSION BILL.**—The Order of the Day for the second reading of this Bill having been read—The Honorable E. J. Crooke 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 E. J. Crooke 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 E. J. Crooke, 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 E. J. Crooke 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 E. J. Crooke, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable E. J. Crooke, the Bill was read a third time and passed.
The Honorable E. J. Crooke moved, That the following be the title of the Bill :—
“An Act for the Suppression of Betting at Sports Meetings.”
Question—put and resolved in the affirmative.
Ordered—That the Bill be transmitted to the Legislative Assembly with a Message desiring their concurrence therein.
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 License Gold Buyers,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 10th December, 1901.

F. C. MASON,
Speaker.

6. GOLD BUYERS LICENSING BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to license Gold Buyers,*” 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 further amend the Savings Banks Acts,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 10th December, 1901.

F. C. MASON,
Speaker.

8. SAVINGS BANKS ACTS FURTHER AMENDMENT BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the Savings Banks Acts,*” 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 amend and consolidate the Law relating to State School Teachers,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 10th December, 1901.

F. C. MASON,
Speaker.

10. STATE SCHOOL TEACHERS BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to amend and consolidate the Law relating to 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.

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 Meat Supervision Act 1900,*” 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, 10th December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be 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 Message from His Excellency the Governor recommending amendments in the Bill intituled “*An Act to provide for the Payment of Old-age Pensions and for other purposes,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the several amendments recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 10th December, 1901.

F. C. MASON,
Speaker.

G. S. CLARKE,
Governor.

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 provide for the Payment of Old-age Pensions and for other purposes*” :—

Clause 1, second line of clause, after “shall” insert “be deemed to have.”
In same line, omit “first”; substitute “seventh.”

Government Offices,
Melbourne, 10th December, 1901.

On the motion of the Honorable E. J. Crooke the Council, after debate, 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.

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

Coal Mines Bill—To be further considered in Committee.

Education Act 1890 Amendment Bill—Second reading.

Marine Act 1890 further Amendment Bill—Consideration of Message from the Legislative Assembly.

Melbourne Sailors' Home Bill—Consideration of Message from the Legislative Assembly.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Coleraine Race-course Bill—Second reading.

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

14. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable E. J. Crooke, the following Order of the Day was read and discharged :—

Australasian Dramatic and Musical Association Land Bill.—Second reading.

Ordered—That the said Bill be withdrawn.

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

Melbourne and Metropolitan Board of Works Act 1890 Amendment Bill.—Second reading.—Resumption of debate.

And then the Council, at twenty-one 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, 11TH DECEMBER, 1901.

General Business.

ORDERS OF THE DAY:—

1. ELECTRIC TRACTION ON RAILWAYS—*Resumption of debate on the question, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration.*
2. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACT 1890 AMENDMENT BILL—Second reading—*Resumption of debate.*

Government Business.

NOTICE OF MOTION:—

1. The Hon. E. J. CROOKE: 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. COAL MINES BILL—To be further considered in Committee.
2. EDUCATION ACT 1890 AMENDMENT BILL—Second reading.
3. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
4. MELBOURNE SAILORS' HOME BILL—Consideration of Message from the Legislative Assembly.
5. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
6. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
7. COLERAINE RACE-COURSE BILL—Second reading.
8. STATE SCHOOL TEACHERS BILL—Second reading.
9. GOLD BUYERS LICENSING BILL—Second reading.
10. SAVINGS BANKS ACTS FURTHER AMENDMENT BILL—Second reading.
11. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
12. BOILERS INSPECTION AND REGULATION BILL—Second reading.
13. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
14. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Wednesday, 11th December.

CASE OF A. DABSCHECK—at twelve o'clock.

(120 copies.)

PARLIAMENTARY PAPERS ISSUED SINCE 5TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 35.

Savings Banks Bill—[12]. (To Members of Council only.)

Teachers Bill—[56]. (To Members of Council only.)

Gold Buyers Bill—[69]. (To Members of Council only.)

Marine Bill.—Amendment made by the Legislative Assembly. (To Members of Council only.)

Meat Supervision Bill.—Amendment of the Legislative Assembly. (To Members of Council only.)

Melbourne Sailors' Home Bill.—Amendments made by the Legislative Assembly. (To Members of Council only).

Notices of Motion and Orders of the Day. No. 67.

Treasury Bonds Bill—[107].

Public Works Loan Application Bill—[109].

Water Supply Loans Application Bill.—Amendments to be proposed by Mr. Burton. (To Members only.)

Trusts Bill—

Amendments to be proposed in Committee. (To Members only.)

New Clause A, to be proposed in Committee by Mr. Robinson. (To Members only.)

VICTORIA.

No. 36.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 11TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. ADDRESS TO HIS EXCELLENCY SIR GEORGE SYDENHAM CLARKE.—The Honorable A. Wynne moved, by leave, That the Council agree to the following Address to His Excellency Sir George Sydenham Clarke, viz.:—

To His Excellency Sir George Sydenham Clarke, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Fellow of the Royal Society, Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

We, His Most Gracious Majesty's most dutiful and loyal subjects, the Members of the Legislative Council of Victoria, in Parliament assembled, desire to convey to Your Excellency the expression of our loyalty to His Majesty's Throne, our affection to His Person, and our regard for the high office His Majesty has been pleased to confer upon Your Excellency.

We beg that Your Excellency will receive our assurance that we shall at all times readily co-operate with Your Excellency in advancing the welfare of this part of His Majesty's dominions and in preserving the connexion which happily exists between the Mother Country and the State of Victoria.

Question—put and resolved in the affirmative.

Ordered—That the said Address be presented to His Excellency the Governor by the President and such Members as may desire to accompany him.
5. PETITIONS.—The Honorable F. S. Grimwade presented a petition from S. G. McLaren, styling himself President of the Elders' Association of the Presbyterian Church of Victoria, praying that the Council would insert a clause in the Education Act 1890 Amendment Bill giving power to local Boards of Advice to arrange with the recognised teachers of religion to give religious instruction during school hours to those children whose parents do not object, the other children receiving secular instruction at the same time.

Ordered to lie on the Table, and referred to the Committee of the whole on the Education Act 1890 Amendment Bill.

The Honorable Sir R. T. H. Clarke, Bart., presented a petition from Mr. John Robertson, M.A., formerly Inspector of State Schools, Victoria, praying that the Council would publish certain reports on education by the petitioner.

Ordered to lie on the Table.
6. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Governor—

Public Service Board—Report.

Ordered to lie on the Table.

The following Paper, pursuant to the direction of an Act of Parliament, was laid upon the Table by the Clerk—

Public Service Acts—Regulations.
7. ELECTRIC TRACTION ON RAILWAYS.—The Order of the Day for the resumption of the debate on the question, That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration having been read,

Debate resumed.

The Honorable Sir R. T. H. Clarke, Bart., moved, That the debate be now adjourned.

Debate continued.

Question—That the debate be now adjourned—put and negatived.

Question—That the Report from the Select Committee on Electric Traction on Railways be now taken into consideration—put and resolved in the affirmative.

Question—That the Report be adopted after debate—put and resolved in the affirmative.

8. DISCHARGE OF ORDER OF THE DAY.—On the motion of the Honorable G. Godfrey, the following Order of the Day was read and discharged :—

Melbourne and Metropolitan Board of Works Act 1890 Amendment Bill—Second reading—
Resumption of debate.

Ordered—That the said Bill be withdrawn.

9. ADDITIONAL DAY OF BUSINESS.—The Hon. A. Wynne 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.

Debate ensued.

The Honorable Dr. W. H. Embling moved, as an amendment, That the words "half-past Four" be omitted with a view to insert the words "half-past Two."

Debate continued.

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

The Council divided.

Ayes, 18.

The Hon. S. Austin
J. C. Campbell
Sir R. T. H. Clarke, Bart.
Sir H. Cuthbert
J. M. Davies
F. S. Grimwade
C. J. Ham
W. McCulloch
D. Melville
E. Miller
T. H. Payne
J. M. Pratt
A. O. Sachse
G. Simmie
E. E. Smith
A. Wynne.

Tellers.

G. Godfrey
W. Pitt.

Noes, 20.

The Hon. J. H. Abbott
W. L. Baillieu
S. G. Black
F. Brown
T. Comrie
T. Dowling
W. B. Gray
D. Ham
T. C. Harwood
H. W. H. Irvine
N. Levi
Walter S. Manifold
J. Y. McDonald
E. Morey
W. Orr
W. Pearson
Sir A. Snowden
H. Williams.

Tellers.

Dr. W. H. Embling
J. Sternberg.

And so it passed in the negative.

Question—That the words "half-past Two" be inserted in place of the words omitted.

The Honorable J. M. Davies moved, as a further amendment, That the word "Four" be inserted in place of the words omitted.

Debate continued.

Question—That the word "Four" be inserted in place of the words omitted—put.

The Council divided.

Ayes, 27.

The Hon. J. H. Abbott
W. L. Baillieu
S. G. Black
F. Brown
J. C. Campbell
Sir R. T. H. Clarke, Bart.
Sir H. Cuthbert
J. M. Davies
G. Godfrey
F. S. Grimwade
C. J. Ham
D. Ham
T. C. Harwood
W. McCulloch
J. Y. McDonald
D. Melville
E. Miller
W. Orr
W. Pearson
W. Pitt
J. M. Pratt
A. O. Sachse
G. Simmie
E. E. Smith
A. Wynne.

Tellers.

S. Austin
T. H. Payne.

Noes, 10.

The Hon. T. Comrie
W. B. Gray
H. W. H. Irvine
N. Levi
Walter S. Manifold
E. Morey
Sir A. Snowden
H. Williams.

Tellers.

Dr. W. H. Embling
J. Sternberg.

And so it was resolved in the affirmative.

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 authorize the construction by the State of a Line of Railway from Whitfield to Mahaikah*," with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 11th December, 1901.

F. C. MASON,
Speaker.

11. WHITFIELD TO MAHAIKAH 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 Whitfield to Mahaikah*" 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. 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 continue in force Part III. of the 'Employers and Employés Act 1890,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 11th December, 1901.

F. C. MASON,
Speaker.

13. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to further continue in force Part III. of the 'Employers and Employés 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.

14. COAL MINES 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 A. Wynne moved, That this Bill be recommitted to a Committee of the whole for the reconsideration of clauses 4, 5, 9, 12, 24, 41, and 59.

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 F. Brown reported that the Committee had reconsidered clauses 4, 5, 9, 12, 24, 41, and 59, and agreed to the same with further amendments.

The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

"*An Act relating to Coal Mines.*"

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.

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

Education Act 1890 Amendment Bill—Second Reading.

Marine Act 1890 further Amendment Bill.—Consideration of Message from the Legislative Assembly.

Melbourne Sailors' Home Bill.—Consideration of Message from the Legislative Assembly.

Vegetation Diseases Act 1896 Amendment Bill.—Second reading.

Vermin Destruction Bill.—Consideration of Message from the Legislative Assembly.

Coleraine Race-course Bill.—Second reading.

State School Teachers Bill.—Second reading.

Gold Buyers Licensing Bill.—Second reading.

Savings Banks Acts further Amendment Bill.—Second reading.

Meat Supervision Act 1900 Amendment Bill.—Consideration of Message from the Legislative Assembly.

Boilers Inspection and Regulation Bill.—Second reading.

Poisons Act 1890 further Amendment Bill.—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill.—Second reading.

And then the Council, at fifty-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. 36.

THURSDAY, 12TH DECEMBER, 1901.

Government Business.

ORDERS OF THE DAY:—

1. EDUCATION ACT 1890 AMENDMENT BILL—Second reading.
2. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
3. MELBOURNE SAILORS' HOME BILL—Consideration of Message from the Legislative Assembly.
4. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
5. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
6. COLERAINE RACE-COURSE BILL—Second reading.
7. STATE SCHOOL TEACHERS BILL—Second reading.
8. GOLD BUYERS LICENSING BILL—Second reading.
9. SAVINGS BANKS ACTS FURTHER AMENDMENT BILL—Second reading.
10. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
11. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—Second reading.
12. BOILERS INSPECTION AND REGULATION BILL—Second reading.
13. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
14. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

TUESDAY, 17TH DECEMBER.

Government Business.

ORDER OF THE DAY:—

1. WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Friday, 13th December.

CASE OF A. DABSCHER—at twelve o'clock.
(120 copies.)

PARLIAMENTARY PAPERS ISSUED 11TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 36.

Employers and Employés Continuance Bill—[105]. (To Members of Council only.)

Whitfield and Mahaikah Railway Construction Bill—[113]. (To Members of Council only.)

Vegetation Diseases Bill.—New Clauses A and B, to be proposed by Hon. W. McCulloch. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 68.

Sports Betting Suppression Bill—[102] (To Members only.)

Report of Minister of Public Instruction for Year 1900-1901. No. 39.

Savings Banks.—Statements and Returns for Year ended 30th June, 1901. No. 44.

VICTORIA.

No. 37.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 12TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPER.—The Honorable A. Wynne presented, by command of His Excellency the Governor—
Report of Proceedings taken under the Provisions of the *Land Acts and the Wattles Act 1890*
during the year ending 31st December, 1900.
Ordered to lie on the Table.
5. EDUCATION ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—The Honorable E. J. Crooke 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 E. J. Crooke 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 E. J. Crooke, 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.
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 ‘Treasury Bonds Act 1898,’*” with which they desire the concurrence of the Legislative Council.
F. C. MASON,
Speaker.
Legislative Assembly,
Melbourne, 12th December, 1901.
7. TREASURY BONDS ACT 1898 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the ‘Treasury Bonds 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.

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 Raising of Money for Railways and for other purposes,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 12th December, 1901.

F. C. MASON,
Speaker.

9. RAILWAY LOAN BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to authorize the Raising of Money for Railways 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.

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 relating to the Surplus Revenue of the Financial Year ended on the thirtieth day of June One thousand nine hundred and one,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 12th December, 1901.

F. C. MASON,
Speaker.

11. SURPLUS REVENUE BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act relating to the Surplus Revenue of the Financial Year ended on the thirtieth day of June One thousand nine hundred and one,*" 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.

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 sanction the issue and application of certain sums of money for Water Supply in Country Districts,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 12th December, 1901.

F. C. MASON,
Speaker.

13. WATER SUPPLY LOANS APPLICATION BILL.—The Honorable E. J. Crooke moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to sanction the issue and application of certain sums of money for Water Supply in Country Districts,*" 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 return to the Legislative Council the 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,'*" 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, 12th December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration 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 declare the Rates of Income Tax for the Year ending on the thirty-first day of December, One thousand nine hundred and two,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 12th December, 1901.

F. C. MASON,
Speaker.

16. **INCOME TAX BILL.**—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to declare the Rates of Income Tax for the Year ending on the thirty-first day of December One thousand nine hundred and two,*” 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. **POSTPONEMENT OF ORDERS OF THE DAY.**—Ordered—That the consideration of the following Orders of the Day be postponed until to-morrow :—

Marine Act 1890 further Amendment Bill—Consideration of Message from the Legislative Assembly.

Melbourne Sailors' Home Bill—Consideration of Message from the Legislative Assembly.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Vermin Destruction Bill—Consideration of Message from the Legislative Assembly.

Coleraine Race-course Bill—Second reading.

State School Teachers Bill—Second reading.

Gold Buyers Licensing Bill—Second reading.

Savings Banks Acts further Amendment Bill—Second reading.

Meat Supervision Act 1900 Amendment Bill—Consideration of Message from the Legislative Assembly.

Employers and Employés Act 1890 (Part III.) further Continuation Bill—Second reading.

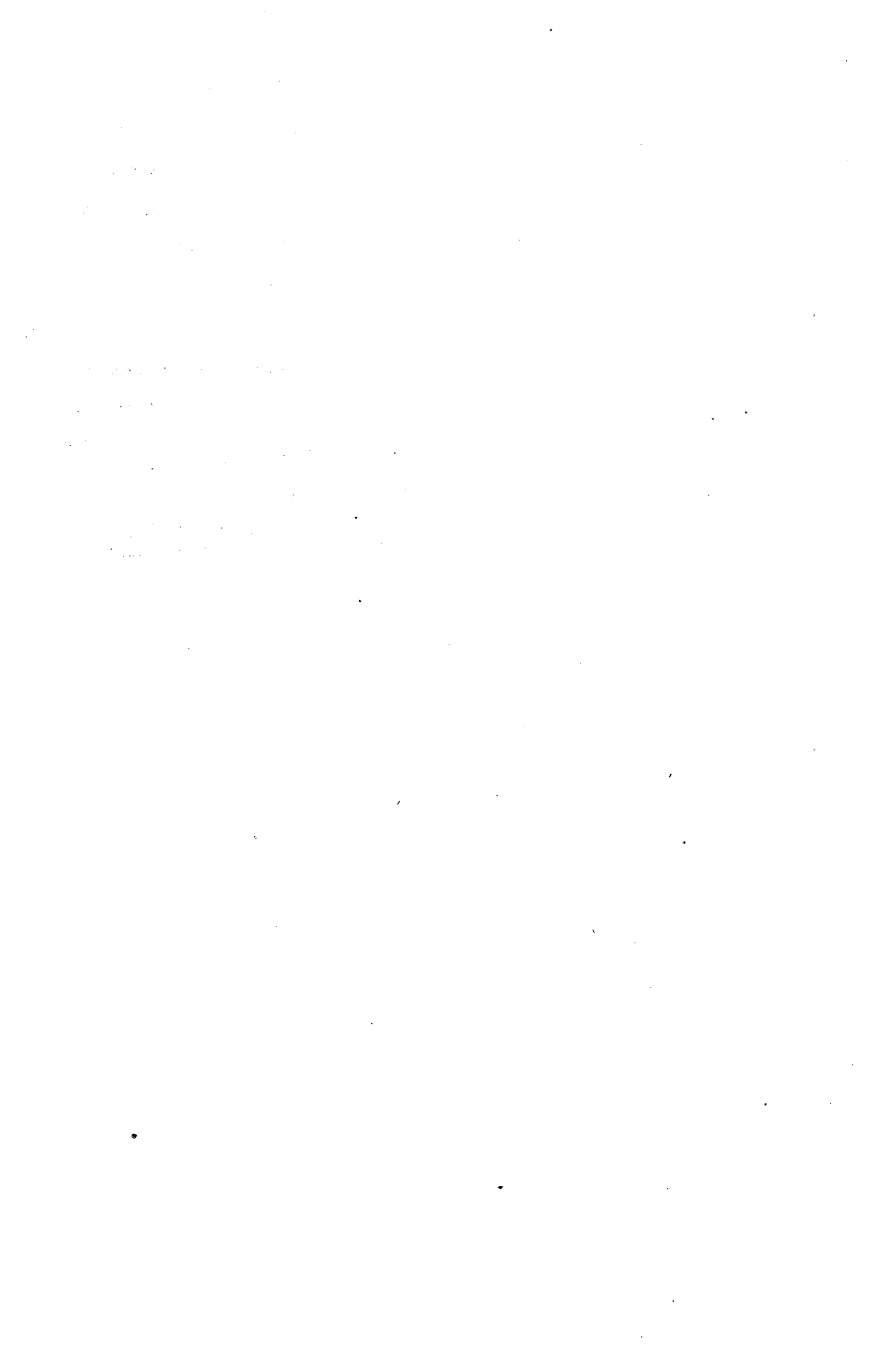
Boilers Inspection and Regulation Bill—Second reading.

Poisons' Act 1890 further Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

And then the Council, at seven 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. 37.

FRIDAY, 13TH DECEMBER, 1901.

Government Business.

ORDERS OF THE DAY :—

1. GOLD BUYERS LICENSING BILL—Second reading.
2. TREASURY BONDS ACT 1898 FURTHER AMENDMENT BILL—Second reading.
3. RAILWAY LOAN BILL—Second reading.
4. SURPLUS REVENUE BILL—Second reading.
5. WATER SUPPLY LOANS APPLICATION BILL—Second reading.
6. MUNICIPAL OVERDRAFTS INDEMNITY BILL—Consideration of Message from the Legislative Assembly.
7. MARINE ACT 1890 FURTHER AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
8. MELBOURNE SAILORS' HOME BILL—Consideration of Message from the Legislative Assembly.
9. VERMIN DESTRUCTION BILL—Consideration of Message from the Legislative Assembly.
10. COLERAINE RACE-COURSE BILL—Second reading.
11. STATE SCHOOL TEACHERS BILL—Second reading.
12. SAVINGS BANKS ACTS FURTHER AMENDMENT BILL—Second reading.
13. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
14. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—Second reading.
15. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
16. BOILERS INSPECTION AND REGULATION BILL—Second reading.
17. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
18. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

TUESDAY, 17TH DECEMBER.

Question.

1. The HON. E. E. SMITH : To ask the Honorable the Solicitor-General, What is the gross income derived from the Income Tax, and what is the cost of administering same, including rent, salaries, value of postal services, and all other charges.

Government Business.

ORDER OF THE DAY :—

1. WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL—Second reading.
2. EDUCATION ACT 1890 AMENDMENT BILL—To be further considered in Committee.
3. INCOME TAX BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETINGS OF SELECT COMMITTEES.

Friday, 13th December.

CASE OF A. DABSCHECK—at twelve o'clock.

Thursday, 19th December.

PARLIAMENT BUILDINGS—at half-past one o'clock.

PARLIAMENTARY PAPERS ISSUED 12TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 37.

Water Supply Loans Application Bill—[52]. (To Members of Council only.)

Railway Loan Bill—[76]. (To Members of Council only.)

Surplus Revenue Bill—[103]. (To Members of Council only.)

Treasury Bonds Bill—[107]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 69.

Railway Loan Application Bill—[112].

Acting Victorian Railways Commissioner Bill—[115].

VICTORIA.

No. 38.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 13TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. GOLD BUYERS LICENSING 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 F. Brown reported that the Committee had gone through the Bill, and agreed to the same with amendments.
The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
The Honorable A. Wynne moved, That the following be the title of the Bill :—
“An Act to license Gold Buyers.”
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. TREASURY BONDS ACT 1898 FURTHER 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.
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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
The Honorable A. Wynne moved, That the following be the title of the Bill :—
“An Act to further amend the ‘Treasury Bonds 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.

6. RAILWAY LOAN BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke moved, That this Bill be now read a second time.

Debate ensued.

The Honorable D. Melville 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 E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed.

The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“An Act to authorize the Raising of Money for Railways 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.

7. SURPLUS REVENUE 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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“An Act relating to the Surplus Revenue of the Financial Year ended on the thirtieth day of June One thousand nine hundred and one.”

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. WATER SUPPLY LOANS APPLICATION BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Croke moved, That this Bill be now read a second time.

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

The Honorable E. J. Croke 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 E. J. Croke, 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed.

The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“An Act to sanction the issue and application of certain sums of money for Water Supply in Country Districts.”

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. MUNICIPAL OVERDRAFTS INDEMNITY 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 :—

A. Notwithstanding anything contained in any Act it shall be deemed and taken to be lawful for the council of any municipal district (including the city of Melbourne and the town of Geelong) to apply out of the municipal or town fund of such municipal district any sum or sums of money approved by the council towards defraying

Power to expend fund towards costs of rating appeal case.

the costs incurred by the council of the city of Fitzroy in the matter of the appeals in any Court during the years One thousand eight hundred and ninety-six to One thousand nine hundred inclusive against the municipal rating of any property of the Melbourne Tramway and Omnibus Company Limited.

On the motion of the Honorable A. Wynne, after debate, 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.

10. MARINE ACT 1890 FURTHER AMENDMENT BILL.—The Order of the Day for the consideration of the amendment made and insisted on by the Legislative Assembly in this Bill, and disagreed with by the Legislative Council, having been read—the said amendment was read, and is as follows :—

Amendment made by the Legislative Assembly.

How dealt with.

Clause 2, lines 11–12, omit all the words after “suspension” to the end of the clause. } Disagreed with by the Council, and insisted on by the Assembly.

The Honorable A. Wynne moved, That the Council do not insist on disagreeing with the said amendment.

Debate ensued.

Ordered—That the debate be adjourned until Tuesday next.

11. MELBOURNE SAILORS' HOME 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 5, line 3, after “extent” insert “and for such purposes.”
2. „ line 6, omit “from the Melbourne Harbor Trust Commissioners.”
3. „ 8, lines 25–7, omit “purchase of the said land from the Melbourne Harbor Trust Commissioners and the erection thereon of a Sailors' Home as hereinbefore provided,” and insert “commencement of this Act.”
4. „ line 28, omit “nine” and insert “eleven.”
5. „ lines 34–5, omit “seamen for the time being in the port of Melbourne,” and insert “a majority of the members of the society known as the Federated Seamen's Union of Victoria voting at an election held by such society for such purpose.”
6. „ before line 36 insert “two members who shall be elected annually by the Trades' Hall Council.”
7. „ lines 42–3, omit “the making up of lists of seamen entitled to vote at elections by seamen.”

Insert the following new clauses to follow Clause 10 :—

8. A. The accounts of all moneys received and disbursed by the trustees shall be audited once at least in every year by the Commissioners of Audit, who shall have in respect to such accounts all the powers conferred on them by any law now or hereafter to be in force relating to the audit of the public accounts ; and the trustees shall once at least in every year furnish to the Governor in Council a true copy of the accounts so audited as aforesaid, together with a particular statement of the moneys received by the trustees and of the expenditure thereof ; and copies of such accounts and of such statement shall be laid before both Houses of Parliament if then sitting or at the next ensuing session thereof if not then sitting. Accounts to be audited and laid before Parliament. See No. 1119 s. 125.
9. B. It shall not be lawful for the trustees or the aforesaid committee to enter into any contract with any person to undertake the boarding of any persons at the Sailors' Home, but the trustees shall by the said committee undertake all catering that may be necessary at such Home, and the trustees and committee shall not sublet or assign to any person all or any part of such catering. Catering to be by trustees, and not to be sublet.

Amendments 1, 2, and 3 agreed to.

Amendments 4 and 5, after debate, disagreed with.

Amendments 6 and 7 disagreed with.

Amendment 8 agreed to.

Amendment 9, after debate, agreed to.

Ordered—That the Bill be returned to the Legislative Assembly acquainting them that the Legislative Council have agreed to some of the amendments made in this Bill by the Legislative Assembly, and have disagreed with others of the said amendments.

12. VERMIN DESTRUCTION 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 :—

Clause 3, omit this clause.

Clause 4, omit this clause.

Clause 5, omit this clause.

The Honorable A. Wynne 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.

13. COLERAINE RACE-COURSE 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.
 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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
 And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
 The Honorable A. Wynne moved, That the following be the title of the Bill :—
“An Act to provide for the Exchange of Portion of the Coleraine Race-course Reserve for certain adjoining 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.

14. SAVINGS BANKS ACTS FURTHER 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 F. Brown reported that the Committee had gone through the Bill, and agreed to the same with an amendment.
 The Honorable A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
 And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
 The Honorable A. Wynne moved, That the following be the title of the Bill :—
“An Act to further amend the Savings Banks 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 an amendment, and requesting their concurrence therein.

15. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered, That the consideration of the following Orders of the Day be postponed until Tuesday next :—
State School Teachers Bill—Second reading.
Meat Supervision Act 1900 Amendment Bill—Consideration of Message from the Legislative Assembly.
Employers and Employés Act 1890 (Part III.) further Continuation Bill—Second reading.
Vegetation Diseases Act 1896 Amendment Bill—Second reading.
Boilers Inspection and Regulation Bill—Second reading.
Poisons Act 1890 further Amendment Bill—Second reading.
Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

And then the Council, at fifty-two 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. 38.

TUESDAY, 17TH DECEMBER, 1901.

Question.

1. The HON. E. E. SMITH: To ask the Honorable the Solicitor-General, What is the gross income derived from the Income Tax, and what is the cost of administering same, including rent, salaries, value of postal services, and all other charges.

Government Business.

ORDERS OF THE DAY:—

1. WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL—Second reading.
2. EDUCATION ACT 1890 AMENDMENT BILL—To be further considered in Committee.
3. INCOME TAX BILL—Second reading.
4. MARINE ACT 1890 FURTHER AMENDMENT BILL—Further consideration of Message from the Legislative Assembly.
5. STATE SCHOOL TEACHERS BILL—Second reading.
6. MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Consideration of Message from the Legislative Assembly.
7. EMPLOYERS AND EMPLOYÉS ACT 1890 (PART III.) FURTHER CONTINUATION BILL—Second reading.
8. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
9. BOILERS INSPECTION AND REGULATION BILL—Second reading.
10. POISONS ACT 1890 FURTHER AMENDMENT BILL—Second reading.
11. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Thursday, 19th December.

PARLIAMENT BUILDINGS—at half-past one o'clock.

PARLIAMENTARY PAPERS ISSUED 13TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 38.
Income Tax Rate Bill—[110]. (To Members of Council only.)

Votes and Proceedings of the Legislative Assembly. Nos. 64, 65, and 66.

Notices of Motion and Orders of the Day. No. 70.

Weekly Report of Divisions. No. 9.

Colac and Beech Forest Railway Amendment Bill—[116].

Coal Mines Bill.—Amendments of the Legislative Council. (To Members only.)

Public Service Bill.—New Clause to be proposed in Committee by Lieut.-Col. Reay. (To Members only.)



VICTORIA.

No. 39.

MINUTES OF THE PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

TUESDAY, 17TH DECEMBER, 1901.

- 1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPER.—The following Paper, pursuant to the direction of an Act of Parliament, was laid upon the Table by the Clerk :—
Regulations under the Adulteration of Wine Act 1900.
5. WHITFIELD TO MAHAIKAH 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, 18.

- The Hon. J. H. Abbott
W. L. Baillieu
F. Brown
Sir R. T. H. Clarke, Bart.
T. Comrie
N. FitzGerald
W. B. Gray
W. McCulloch
J. Y. McDonald
D. Melville
E. Morey
W. Orr
J. M. Pratt
J. Sternberg
H. Williams
A. Wynne.

Tellers.

- E. J. Crooke
A. O. Sachse.

Noes, 18.

- The Hon. S. G. Black
J. M. Davies
T. Dowling
G. Godfrey
F. S. Grimwade
C. J. Ham
D. Ham
H. W. H. Irvine
N. Levi
Walter S. Manifold
D. E. McBryde
T. H. Payne
W. Pitt
G. Simmie
E. E. Smith
Sir A. Snowden.

Tellers.

- Dr. W. H. Embling
N. Thornley.

The Tellers having declared the numbers for the "Ayes" and for the "Noes" to be respectively eighteen, or equal, the President said—"As the House is equally divided it lies with me to give my casting vote. I desire to inform honorable Members briefly of the grounds on which I give that casting vote. It is not a personal vote, but it is a vote that is intended to promote the carrying on of the business of the House, and to enable the House to ultimately arrive at a thorough understanding of what its mind really is on the question before it. Therefore, it is always given in favour of further discussion. At present the House is in the position of not having made up its mind. It does not know what to do. One-half of the House desires to do one thing, and one-half desires to do another thing. But there is an opportunity of further discussion and further information, and I have noticed during the discussion—the rather prolonged discussion—on this Bill that more than one honorable Member alluded to what might be done in Committee, and to certain changes that might be made. It is possible that these changes may influence the minds of honorable Members, and on the third reading the House may be in a different mind from what it is in at present. At any rate, on the third reading, different circumstances will present themselves as to how I should vote, but on the second reading I have no doubt whatever in voting for further discussion on the Bill. I therefore vote with the Ayes, and declare that the Ayes have it."—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.

6. MESSAGE FROM HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.—The following Message from His Excellency the Lieutenant-Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

JOHN MADDEN,

Lieutenant-Governor.

Message No. 14.

The Lieutenant-Governor informs the Legislative Council that he has, on this day, at the Law Courts, Melbourne, 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 Port Melbourne to construct certain permanent Works and Undertakings in lieu of certain other permanent Works and Undertakings.”

“An Act to provide for the Sale of certain Land in the City of Bendigo.”

“An Act to provide for the Resumption by the Crown of certain Land in the County of Grant, Municipal District of Queenscliff.”

“An Act to revoke the Permanent Reservation of certain Land in the Town of Warrnambool.”

“An Act to consolidate the Laws relating to the Sale and Occupation of Crown Lands.”

“An Act to prevent the use of Trading Stamps or Coupons.”

Law Courts,
Melbourne, 6th December, 1901.

7. MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented by the Honorable A. Wynne, and the same was read by the Honorable the President :—

G. S. CLARKE,

Governor.

Message No. 15.

The Governor informs the Legislative Council that he has, on this day, at Government House, Melbourne, 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 provide for the Payment of Old-age Pensions and for other purposes.”

Government House,
Melbourne, 11th December, 1901.

8. CASE OF A. DABSHECK.—The Honorable A. O. Sachse brought up the Report from the Select Committee on the case of Abraham Dabscheck and the Lands and Forest Department.

Ordered to lie on the Table, and, together with the Proceedings of the Committee and Minutes of Evidence, to be printed and taken into consideration to-morrow.

9. EDUCATION 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 E. J. Croke 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 E. J. Croke, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable E. J. Croke, the Bill was read a third time and passed. The Honorable E. J. Croke moved, That the following be the title of the Bill :—

“An Act to amend the ‘Education 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.

10. MEAT SUPERVISION ACT 1900 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 :—

Add the following new clauses :—

1. A. For any offence against any of the provisions of the Meat Supervision Acts proceedings may be taken by—

(a)	Any person authorized by the Board or a Council, or	Prosecution of offences.
(b)	Any Meat Inspector, or	
(c)	Any member of the police force.	

2. D. In sub-section (2) of section thirty of the Principal Act before the word "head" there shall be inserted the word "entrails." Amendment of section 30 of No. 1652.
3. E. Where in contravention of the provisions of sub-section (2) of section thirty of the Principal Act any person sells or attempts to sell or exposes for sale or allows or causes to be sold or exposed for sale the whole or any part of the carcass of any calf, such carcass or part shall be deemed to be a carcass or meat which is subject to the provisions of section forty-three of the said Act and may be seized and removed as provided in such section. Power to seize and remove carcass of calf under prescribed age or weight.
4. F. (1) In addition to the purposes for which regulations may be made under section forty-five of the Principal Act regulations may also be made thereunder for prescribing the conditions and restrictions under which carcasses or meat intended for export to any country or place beyond the Australian States may for the purpose of such exportation and with the written permit of a Meat Inspector or an Inspector of Exported Products be removed from any abattoir or place whatsoever in Victoria or be brought into any meat area without being branded in accordance with the provisions of the Meat Supervision Acts. Power to make regulations as to conditions under which meat may be exported without branding. No. 1591.
- (2) Subject to such regulations the provisions of the Meat Supervision Acts other than this section shall not apply to any carcass or meat so removed to any store prescribed by such regulations, and shall not apply to any carcass or meat shipped or placed on board any vessel for exportation to any country or place beyond the Australian States if an Inspector of Exported Products shall have given a certificate with respect thereto as required by the *Exported Products Act 1898*.
- (3) If any carcass or meat subject to such regulations is not actually exported to any country or place as aforesaid but is sold or exposed for sale in any meat area, such carcass or meat shall thereupon be subject to the provisions of the Meat Supervision Acts provided that where the greater part of a carcass is exported as aforesaid the fact that such carcass was not branded by or under the direction of a Meat Inspector shall not prevent any other part thereof being sold or exposed for sale in a meat area subject to the said Acts.
5. G. If any person in the Metropolitan Area on a Sunday slaughters or causes or allows to be slaughtered any animal, or dresses or causes or allows to be dressed any carcass, he shall be guilty of an offence, and shall on conviction be liable to a penalty not exceeding Ten pounds for a first offence, and not less than Ten pounds or more than Fifty pounds for every subsequent offence. Provided that this section shall not come into operation until the first day of June One thousand nine hundred and two.

Amendments numbered 1 to 4 agreed to.

The Honorable W. McCulloch moved, That the word "Meat" be inserted after the word "Metropolitan" in the first line of amendment numbered 5.

Question—put and resolved in the affirmative.

The Honorable H. Williams moved, That after the word "carcass" in the second line of the said amendment the words "for the purpose of sale" be inserted.

Question—That the words proposed to be inserted be so inserted—put and resolved in the affirmative.

The Honorable W. McCulloch moved, That the Council agree to amendment 5 as amended—put and negatived.

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, and have disagreed with one of the said amendments.

11. 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 A. Wynne moved, That this Bill be now read a second time.

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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne 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 a Message be transmitted to the Legislative Assembly acquainting them that the Legislative Council have agreed to the Bill without amendment.

12. DISCHARGE OF ORDERS OF THE DAY.—On the motion of the Honorable A. Wynne, the following Orders of the Day were read and discharged:—

Boilers Inspection and Regulation Bill—Second reading.

Poisons Act 1890 further Amendment Bill—Second reading.

Ordered—That the said Bills be withdrawn.

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

Income Tax Bill—Second reading.

Marine Act 1890 further Amendment Bill—Further consideration of Message from the Legislative Assembly.

State School Teachers Bill—Second reading.

Vegetation Diseases Act 1896 Amendment Bill—Second reading.

Melbourne and Metropolitan Board of Works Acts Amendment Bill—Second reading.

And then the Council, at twenty-seven 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, 18TH DECEMBER, 1901.

General Business.

ORDER OF THE DAY:—

1. CASE OF A. DABSHECK—REPORT FROM SELECT COMMITTEE—To be taken into consideration.

Government Business.

ORDERS OF THE DAY:—

1. WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL—To be further considered in Committee.
2. INCOME TAX BILL—Second reading.
3. MARINE ACT 1890 FURTHER AMENDMENT BILL—Further consideration of Message from the Legislative Assembly.
4. STATE SCHOOL TEACHERS BILL—Second reading.
5. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
6. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Thursday, 19th December.

PARLIAMENT BUILDINGS—at half-past one o'clock.

PARLIAMENTARY PAPERS ISSUED SINCE 13TH DECEMBER, 1901.

Minutes of the Proceedings of the Legislative Council. Nos. 33 to 38.

Notices of Motion and Orders of the Day. No. 39.

Melbourne and Metropolitan Board of Works Bill.—New Clause A to be proposed by the Hon. W. B. Gray. (To Members of Council only.)

Report and Proceedings of the Select Committee of the Legislative Council on Case of Abraham Dabscheck and the Lands and Forest Department. D. 3. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 70.

Coleraine Race-course Bill—[97]. (To Members only.)

Alexandra Park Bill—[117].

Railways Officers and Employés Retiring Bill—[118].

Electric Light and Power Bill.—New Clause A to be proposed by Mr. Robinson. (To Members only.)



VICTORIA.

No. 40.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 18TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. **PRESENTATION OF ADDRESS TO HIS EXCELLENCY THE GOVERNOR.**—The President reported that he had this day waited upon His Excellency the Governor, and presented the Address of the Legislative Council, agreed to on the 11th instant, and that His Excellency had been pleased to make the following reply :—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

I thank you in the name and on behalf of the King for the expression of loyalty and affection to His Majesty's Throne and Person, and for the regard towards His Majesty's Representative which you have been so good as to convey in the Address just presented to me.

It will be my earnest endeavour to discharge the duties intrusted to me to the best of my ability. I greatly value the assurance of your ready co-operation at all times in the promotion of the welfare and happiness of this great community, and in the preservation of those ties which so happily unite the motherland with this portion of the Commonwealth of Australia.

G. S. CLARKE.

Government Offices,
Melbourne, 18th December, 1901.

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 amend the 'Colac and Beech Forest Railway Construction Act 1898,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 18th December, 1901.

6. **COLAC AND BEECH FOREST RAILWAY CONSTRUCTION ACT 1898 AMENDMENT BILL.**—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Colac and Beech Forest Railway Construction 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.
7. **PAPERS.**—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk :—
Additions to Regulations under the Land Acts.
Public Service Acts.—Regulation.

8. CASE OF A. DABSHECK.—The Order of the Day for the consideration of the Report of the Select Committee upon the case of A. Dabscheck having been read—the Honorable A. O. Sachse moved, That the Report be adopted.
The Honorable A. Wynne moved, That the debate be now adjourned.
Debate ensued.
Question—That the debate be now adjourned—put and resolved in the affirmative.
Ordered—That the debate be adjourned until to-morrow.
9. WHITFIELD TO MAHAIKAH 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.
The President resumed the Chair.
10. INCOME TAX 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.
The Honorable Dr. W. H. Embling moved as an amendment, That all the words after the word “That” be omitted, with a view to insert the words “this House ask for a Conference with the Legislative Assembly on the subject-matter of the Income Tax.”
Debate continued.
Question—That the words proposed to be omitted stand part of the question—put and resolved in the affirmative.
Question—That this Bill be now read a second time—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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.
And, on the further motion of the Honorable A. Wynne, the Bill was read a third time and passed.
The Honorable A. Wynne moved, That the following be the title of the Bill:—
“*An Act to declare the Rates of Income Tax for the Year ending on the thirty-first day of December One thousand nine hundred and two.*”
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. STATE SCHOOL TEACHERS 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 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.
12. POSTPONEMENT OF ORDERS OF THE DAY.—Ordered—That the consideration of the following Orders of the Day be postponed until to-morrow:—
Marine Act 1890 further Amendment Bill.—Further consideration of Message from the Legislative Assembly.
Vegetation Diseases Act 1896 Amendment Bill.—Second reading.
13. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS 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.
The Honorable N. Levi moved, That the debate be now adjourned.
Debate continued.
Question—That the debate be now adjourned—put and negatived.
Question—That this Bill be now read a second time—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 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.
- And then the Council, at ten 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. 40.

THURSDAY, 19TH DECEMBER, 1901.

Government Business.

ORDERS OF THE DAY:—

1. STATE SCHOOL TEACHERS BILL—To be further considered in Committee.
2. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION ACT 1898 AMENDMENT BILL—Second reading.
3. MARINE ACT 1890 FURTHER AMENDMENT BILL—Further consideration of Message from the Legislative Assembly.
4. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—Second reading.
5. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—To be further considered in Committee.

General Business.

ORDER OF THE DAY:—

1. CASE OF A. DABSHECK—REPORT FROM THE SELECT COMMITTEE—*Resumption of debate on the question*—That the Report be adopted.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

MEETING OF SELECT COMMITTEE.

Thursday, 19th December.

PARLIAMENT BUILDINGS—at half-past one o'clock.

PARLIAMENTARY PAPERS ISSUED 18TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 40.

Colac and Beech Forest Railway Amendment Bill—[116]. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 72.

Australasian Dramatic and Musical Association Land Bill—[121].

Education Bill.—Amendments of the Legislative Council. (To Members only.)

VICTORIA.

No. 41.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 19TH DECEMBER, 1901.

- 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 apply a sum out of the Consolidated Revenue to the service of the year ending on the thirtieth day of June One thousand nine hundred and two and to appropriate the Supplies granted in this Session of Parliament,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 19th December, 1901.

- 5. APPROPRIATION BILL.—The Honorable A. Wynne 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 nine hundred and two 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.

- 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 'Trusts Act 1890' and for other purposes,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 19th December, 1901.

- 7. TRUSTS ACT 1890 AMENDMENT BILL.—The Honorable J. M. Davies moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Trusts Act 1890' 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, by leave, to be read a second time this day.

- 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 further amend the 'Old-age Pensions Act 1900,'*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 19th December, 1901.

9. OLD-AGE PENSIONS ACT 1900 FURTHER AMENDMENT BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to further amend the ‘Old-age Pensions Act 1900,’*” 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.

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 provide for the Exchange of portion of the Coleraine Race-course Reserve for certain adjoining Land,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same without amendment.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 19th December, 1901.

11. PAPER.—The following Paper, pursuant to the direction of an Act of Parliament, was laid upon the Table by the Clerk :—

Rule of the Supreme Court.—Order XXX.—Rule 9.

12. STATE SCHOOL TEACHERS 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.

13. APPROPRIATION 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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne 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 nine hundred and two 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.

14. COLAC AND BEECH FOREST RAILWAY CONSTRUCTION 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 ‘Colac and Beech Forest Railway Construction 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.

15. **VEGETATION DISEASES ACT 1896 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 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.

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 amend the Public Service Acts,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 19th December, 1901.

F. C. MASON,
Speaker.

17. **PUBLIC SERVICE ACTS AMENDMENT BILL.**—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the Public Service Acts,*" 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. **MELBOURNE AND METROPOLITAN BOARD OF WORKS 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, to-morrow, again resolve itself into the said Committee.

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 Audit Acts,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 19th December, 1901.

F. C. MASON,
Speaker.

20. **AUDIT ACTS AMENDMENT BILL.**—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the Audit Acts,*" 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. **CASE OF A. DABSHECK.**—The Order of the Day for the resumption of the debate on the question, That the Report from the Select Committee on the case of A. Dabscheck be adopted, having been read—

The Honorable A. Wynne moved, as an amendment, That the Report be referred back to the Committee.

Question—That the Report be referred back to the Committee—put and resolved in the affirmative.

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

Marine Act 1890 further Amendment Bill—Further consideration of Message from the Legislative Assembly.

Trusts Act 1890 Amendment Bill—Second reading.

Old-age Pensions Act 1900 further Amendment Bill—Second reading.

And then the Council, at fifty-six 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. 41.

FRIDAY, 20TH DECEMBER, 1901.

Government Business.

NOTICE OF MOTION—

1. The Hon. W. McCulloch: To move, That the Council will this day again resolve itself into the Committee of the Whole to further consider the Whitfield to Mahaikah Railway Construction Bill.

ORDERS OF THE DAY:—

1. STATE SCHOOL TEACHERS BILL—To be further considered in Committee.
2. OLD-AGE PENSIONS ACT 1900 FURTHER AMENDMENT BILL—Second reading.
3. PUBLIC SERVICE ACTS AMENDMENT BILL—Second reading.
4. AUDIT ACTS AMENDMENT BILL—Second reading.
5. MARINE ACT 1890 FURTHER AMENDMENT BILL—Further consideration of Message from the Legislative Assembly.
6. VEGETATION DISEASES ACT 1896 AMENDMENT BILL—To be further considered in Committee.
7. MELBOURNE AND METROPOLITAN BOARD OF WORKS ACTS AMENDMENT BILL—To be further considered in Committee.

General Business.

ORDER OF THE DAY:—

1. TRUSTS ACT 1890 AMENDMENT BILL—Second reading.

GEORGE H. JENKINS,
Clerk of the Legislative Council.

PARLIAMENTARY PAPERS ISSUED 19TH DECEMBER, 1901.

Notices of Motion and Orders of the Day. No. 41.
Public Service Bill—[81]. (To Members of Council only.)
Audit Bill—[84]. (To Members of Council only.)
Trusts Bill—[98]. (To Members of Council only.)
Old-age Pensions Bill—[119]. (To Members of Council only.)
Teachers Bill.—New Clause A to be proposed by the Hon. J. M. Davies. (To Members of Council only.)
Report of Select Committee of Legislative Council on Case of Abraham Dabscheck and the Lands Department; together with Proceedings of Committee and Minutes of Evidence. D 3. (To Members of Council only.)

Notices of Motion and Orders of the Day. No. 73.

VICTORIA.

No. 42.

MINUTES OF THE PROCEEDINGS
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 20TH DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPERS.—The Honorable A. Wynne presented, by command of His Excellency the Governor—
Report of the Council of Judges under Section 33 of the *Supreme Court Act* 1890.
Statistical Register of the Colony of Victoria, for the year, 1900—
Part IV.—Vital Statistics, &c.
Part V.—Law, Crime, &c.
Part VI.—Accumulation.

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 :—

Fire Brigades Act 1890.—Amendment of Regulations of the Metropolitan Fire Brigades Board.

Water Act 1890—

Gunbower West Irrigation and Water Supply Trust.—Rating Regulation.

Kerang East Irrigation and Water Supply Trust.—Construction of an Escape Channel.

Macorna North Irrigation and Water Supply Trust.—Graduated Rate (Draft Form).—
Regulation No. 10.

Wandella Irrigation and Water Supply Trust.—Rating Regulation.

5. CASE OF A. DABSCHCK.—The Honorable A. O. Sachse brought up the Second Report from the Select Committee on the case of Abraham Dabscheck and the Lands and Forest Department.
Ordered to lie on the Table, to be printed, and, by leave, to be taken into consideration this day.
The Honorable A. O. Sachse moved, That the Report be adopted.
Debate ensued.
The Honorable J. M. Davies 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.

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 extend the provisions of the 'Tramways Act 1890' to the Municipality of Saint Kilda within certain limits,*" with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th December, 1901.

7. TRAMWAYS ACT 1890 EXTENSION (ST. KILDA) BILL.—The Honorable G. Godfrey moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to extend the provisions of the ‘Tramways Act 1890’ to the Municipality of Saint Kilda within certain limits,*” 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.

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 relating to certain Officers and Employés first Appointed or Employed in the Railway Department during the three months preceding the coming into operation of ‘The Victorian Railways Commissioners Act 1883,’*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

9. RAILWAY OFFICERS AND EMPLOYÉS RETIRING BILL.—The Honorable A. Wynne moved, That the Bill transmitted by the foregoing Message, intituled “*An Act relating to certain Officers and Employés first Appointed or Employed in the Railway Department during the three months preceding the coming into operation of ‘The Victorian Railways Commissioners Act 1883,’*” 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.

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 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, 20th December, 1901.

F. C. MASON,
Speaker.

11. RAILWAY LOAN APPLICATION BILL.—The Honorable A. Wynne 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, by leave, to be read a second time 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 authorize certain Expenditure out of Money available under Loan Acts for Public Works and other purposes,*” with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

13. PUBLIC WORKS LOAN APPLICATION BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled “*An Act to authorize certain Expenditure out of Money available under Loan Acts for 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, by leave, to be read a second time this day.

14. 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 Coal Mines,*” 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, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration this day.

15. STATE SCHOOL TEACHERS 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 A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ An Act to amend and consolidate the law relating to 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 amendments, and requesting their concurrence therein.

16. OLD-AGE PENSIONS ACT 1900 FURTHER 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.

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 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ An Act to further amend the Old-age Pensions Act 1900.”

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. PUBLIC SERVICE ACTS 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 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 16.

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 16 and agreed to the same without 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 amend the Public Service 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.

18. AUDIT ACTS 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 F. Brown reported that the Committee had gone through the Bill, and agreed to the same with an amendment.

The Honorable A. Wynne 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 A. Wynne the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

“ *An Act to amend the Audit 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 an amendment, and requesting their concurrence therein.

19. MARINE ACT 1890 FURTHER AMENDMENT BILL.—The Order of the Day for the further consideration of the amendment made and insisted on by the Legislative Assembly in this Bill, and disagreed with by the Legislative Council, having been read—the said amendment was read, and is as follows :—

Amendment made by the Legislative Assembly.

How dealt with.

Clause 2, lines 11–12, omit all the words after “ suspension ” } Disagreed with by the Council,
to the end of the clause. } and insisted on by the Assembly.

The Honorable A. Wynne moved, That the Council do not now insist on disagreeing with the said amendment.

Debate ensued.

Question—put.

The Council divided.

Ayes, 13.

The Hon. E. J. Crooke
F. S. Grimwade
C. J. Ham
Walter S. Manifold
W. McCulloch
J. Y. McDonald
W. Orr
J. Sternberg
N. Thornley
H. Williams
A. Wynne.

Tellers.

S. G. Black
G. Godfrey.

Noes, 17.

The Hon. W. L. Baillieu
F. Brown
T. Comrie
J. M. Davies
W. B. Gray
D. Ham
T. C. Harwood
N. Levi
D. Melville
E. Miller
E. Morey
T. H. Payne
R. Reid
A. O Sasche
Sir A. Snowden.

Tellers.

J. M. Pratt
E. E. Smith.

And so it passed in the negative.

Ordered—That the Bill be returned to the Legislative Assembly with a Message acquainting them that the Legislative Council insist on disagreeing with the amendment made in this Bill by the Legislative Assembly.

20. VEGETATION DISEASES ACT 1896 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 W. McCulloch moved, That this Bill be recommitted to a Committee of the whole for the consideration of a proposed new clause.

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 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 amend the ‘Vegetation Diseases 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.

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 provide for the further Appointment of an Acting Victorian Railways Commissioner,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

22. ACTING RAILWAYS COMMISSIONER BILL.—The Honorable W. McCulloch moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to provide for the further Appointment of an Acting Victorian Railways Commissioner,*" 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.

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 authorize the Construction by the State of a line of railway from the Gippsland Railway near Spring Vale to the Spring Vale Cemetery,*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

24. SPRING VALE CEMETERY 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 the Gippsland Railway near Spring Vale to the Spring Vale Cemetery,*" 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.

25. MELBOURNE AND METROPOLITAN BOARD OF WORKS 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 A. Wynne 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 A. Wynne, the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne moved, That the following be the title of the Bill :—

"*An Act to amend the Melbourne and Metropolitan Board of Works 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.

26. TRUSTS ACT 1890 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable J. M. Davies 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. M. Davies 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. M. Davies 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 J. M. Davies 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. M. Davies, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable J. M. Davies, the Bill was read a third time and passed.

The Honorable J. M. Davies moved, That the following be the title of the Bill :—

"*An Act to amend the 'Trusts Act 1890,' 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 an amendment, and requesting their concurrence therein.

27. **ACTING RAILWAYS COMMISSIONER 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 provide for the further Appointment of an Acting Victorian Railways Commissioner.”

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.

28. **COAL MINES 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 4, line 14, omit “(a) ‘Boy’ means a male under the age of eighteen years.”
2. Clause 6, line 46, omit “returns” and insert “leaves his working place and commences to return.”
3. „ page 3, line 3, after “engineer” insert “fitter.”
4. „ page 3, lines 3 and 4, omit “engaged in the oversight and not in any manual work of the mine.”
5. Clause 12, line 11, omit “before being screened.”
6. „ lines 21–28, omit “or by some person appointed in that behalf by the owner or manager or (if any check-weigher is stationed for this purpose as hereinafter mentioned) by such person and such check-weigher, or in case of difference by a third person to be mutually agreed on by the owner or manager of the mine on the one hand and the persons employed in the mine on the other, or in default of agreement appointed by a chairman of a court of general sessions within the jurisdiction of which any shaft of the mine is situate.”
7. Clause 13, line 24, omit “continuous.”
8. Clause 41, line 43, after “experience” insert “as a mine manager.”
9. „ line 44, after “years” insert “and holding a first-class certificate under this Act.”
10. „ line 45, after “such” insert “other.”
11. „ lines 46–48, omit “and such examination shall be the same as that required for a first-class certificate of competency for mining managers.”
12. Clause 42, lines 9–10, omit “and the machinery and plant in connexion therewith.”
13. „ lines 18–19, omit “and the machinery and plant in connexion therewith.”
14. Clause 44, page 23, line 16, omit the paragraph beginning “Where any dispute arises” and the following paragraphs to the end of the clause on page 24.
15. Clause 47, lines 32–3, omit “nevertheless whenever it is practicable one-half of the jury shall be working miners.”
16. Schedule, page 36, Rule 1, after “Every mine” in the first line of the second paragraph insert “except such as are worked on the long wall system hereinafter provided for.”
17. „ page 37, Rule 7, line 4, after “dangerous and” insert “if the danger arises from inflammable gases.”
18. „ page 40, Rule 23, lines 4–5, omit “not exceed six feet or such less distance as may be ordered by the owner or manager,” and insert “be such as will insure safety.”

Amendment 1, after debate, not insisted on.

The Honorable A. Wynne moved, That the Council do not insist on amendment 2.

The Honorable W. L. Baillieu moved, as an amendment, That the words “in accordance with the provisions of the contract entered into between the owners and the employés” be added to the clause. Amendment, by leave, withdrawn.

Question—That the Council do not insist on amendment 2—put and negatived.

Amendments 3 and 4 not insisted on.

Amendments 5 to 18 inclusive, after debate, 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 disagreed with by the Legislative Assembly, and that they insist on others of the said amendments.

29. **SPRING VALE CEMETERY 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 order 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 the Gippsland Railway near Spring Vale to the Spring Vale Cemetery.*”

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.

30. TRAMWAYS ACT 1890 EXTENSION (ST. KILDA) BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable G. Godfrey 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 G. Godfrey 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 G. Godfrey, 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 G. Godfrey the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable G. Godfrey moved, That the following be the title of the Bill :—

“ *An Act to extend the provisions of the Tramways Act 1890 to the Municipality of Saint Kilda within certain limits.*”

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.

31. 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 for the Suppression of Betting at Sports Meetings,*” and acquaint the Legislative Council that the Legislative Assembly have agreed to the same without amendment.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th December, 1901.

32. CASE OF A. DABSHECK.—The Order of the Day for the resumption of the debate on the question, That the Report from the Select Committee on the case of A. Dabscheck be adopted, having been read—the Honorable A. Wynne 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.

33. RAILWAY LOAN APPLICATION 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 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 A. Wynne the Council adopted the Report from the Committee of the whole on this Bill.

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

The Honorable A. Wynne 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.

34. PUBLIC WORKS LOAN APPLICATION 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 Hon. W. McCulloch moved, That the following be the title of the Bill :—

“An Act to authorize certain Expenditure out of Money available under Loan Acts for 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.

35. RAILWAY OFFICERS AND EMPLOYÉS RETIRING BILL.—The Order of the Day for the second reading of this Bill having been read—the Honorable E. J. Crooke moved, That this Bill be now read a second time.

Debats ensued.

Question—put and negatived.

And the Council having continued to sit till after Twelve of the clock—

SATURDAY, 21ST DECEMBER, 1901.

36. 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 Education Act 1890,*” 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, 20th December, 1901.

F. C. MASON,
Speaker.

37. 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 Audit Acts,*” 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, 20th December, 1901.

F. C. MASON,
Speaker.

38. 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 ‘Trusts Act 1890’ and for other purposes,*” 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, 20th December, 1901.

F. C. MASON,
Speaker.

39. 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 ‘Vermin Destruction Act 1890,’*” 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 December, 1901.

F. C. MASON,
Speaker.

40. 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 Savings Banks Acts,*" and acquaint the Legislative Council that the Legislative Assembly have disagreed with the amendment made in such Bill by the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

And the said amendment was read, and is as follows :—

Clause 16, omit this clause.

The Honorable A. Wynne moved, That the Council do not insist on their amendment.
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 do not insist on their amendment disagreed with by the Legislative Assembly.

41. 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 and consolidate the law relating to State School Teachers,*" 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, 20th December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration on Monday next.

42. 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 Public Service 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, and have disagreed with one of the said amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

And the said amendment was read, and is as follows :—

Clause 15, line 38, omit "without," and insert "on passing the usual."

On the motion of the Honorable A. Wynne, the Council did not insist on their amendment disagreed with by the Legislative Assembly, and ordered that a Message be transmitted to the Legislative Assembly acquainting them therewith.

43. 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 Marine Act 1890,*" and acquaint the Legislative Council that the Legislative Assembly still insist on their amendment in this Bill, with which the Legislative Council have disagreed.

Legislative Assembly,
Melbourne, 20th December, 1901.

F. C. MASON,
Speaker.

And the said amendment was read, and is as follows :—

Clause 2, lines 11–12, omit all the words after "suspension" to the end of the clause.

The Honorable A. Wynne moved, That the Council do not now insist on disagreeing with the amendment made and insisted on by the Legislative Assembly.

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 do not now insist on disagreeing with the amendment made in this Bill and insisted on by the Legislative Assembly.

44. 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 enable the Trustees of the Melbourne Sailors' Home to sell and convey certain land situate in the City of Melbourne and vested in such Trustees as a site for a Sailors' Home and to acquire other land therefor and for other purposes,*" and acquaint the Legislative Council that the Legislative Assembly do not insist on some of their amendments in this Bill, and do insist on others, with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th December, 1901.

And the said amendments were read, and are as follow :—

Amendments made by the Legislative Assembly.

How dealt with.

<p>Clause 8, lines 34–5, omit "seamen for the time being in the port of Melbourne," and insert "a majority of the members of the society known as the Federated Seamen's Union of Victoria voting at an election held by such society for such purpose."</p> <p>Clause 8, lines 42–3, omit "the making up of lists of seamen entitled to vote at elections by seamen."</p>	}	<p>Disagreed with by the Council and insisted on by the Assembly.</p>
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The Honorable A. Wynne moved, That the Council do not insist on disagreeing with the amendments made and insisted on by the Legislative Assembly.

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 do not insist on disagreeing with the amendments made in this Bill and insisted on by the Legislative Assembly.

45. 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 license Gold Buyers,*" 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, with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th December, 1901.

And the said amendments were read, and are as follow :—

Clause 2, lines 10–11, omit "'Chinese person' means any person having a Chinese father or mother."

Clause 8, omit this clause

On the motion of the Honorable A. Wynne, the Council did not insist on their amendments disagreed with by the Legislative Assembly, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

46. 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 'Meat Supervision Act 1900,'*" and acquaint the Legislative Council that the Legislative Assembly insist on their amendment to insert new clause G in this Bill, but have made an amendment in the said clause, with which they desire the concurrence of the Legislative Council.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 20th December, 1901.

And the said amendment was read, and is as follows :—

Amendment made by the Legislative Assembly.

How dealt with.

Insert the following new clause :—

G. If any person in the Metropolitan Area on a Sunday slaughters or causes or allows to be slaughtered any animal or dresses or causes or allows to be dressed any carcass he shall be guilty of an offence and shall on conviction be liable to a penalty not exceeding Ten pounds for a first offence, and not less than Ten pounds or more than Fifty pounds for every subsequent offence : Provided that this section shall not come into operation until the first day of June One thousand nine hundred and two.

Disagreed with by the Legislative Council ; insisted on by the Legislative Assembly, but the following amendment made in the clause :—Line 1, after "Metropolitan" insert "Meat."

The Honorable W. McCulloch moved, That the Council do not insist on disagreeing with the amendment of the Legislative Assembly to insert new clause G, as amended.
Debate ensued.

The Honorable Sir A. Snowden moved, as an amendment, That the following words be inserted after the word "carcass" in line 4 :—"except with the special permit so to do of the officer in charge of the abattoirs in which such animal or carcass is to be slaughtered or dressed."

Question—That the words proposed to be inserted be so inserted—put and negatived.

Question—That the Council do not insist on disagreeing with the amendment of the Legislative Assembly to insert new clause G, as amended—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 disagreeing with the amendment of the Legislative Assembly to insert new clause G.

47. CASE OF A. DABSHECK.—The Order of the Day for the resumption of the debate on the question, That the Report from the Select Committee upon the case of A. Dabscheck be adopted, having been read—

Debate resumed.

Question—That the Report be adopted—put and resolved in the affirmative.

48. 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 'Vegetation Diseases 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, 21st December, 1901.

F. C. MASON,
Speaker.

49. 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 Meat Supervision Act 1900,'*" and acquaint the Legislative Council that the Legislative Assembly do not now insist on their amendment to insert new clause G.

Legislative Assembly,
Melbourne, 21st December, 1901.

F. C. MASON,
Speaker.

50. 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 Coal Mines,'*" 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, 21st December, 1901.

F. C. MASON,
Speaker.

Ordered—That the foregoing Message be taken into consideration on Monday next.

51. 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 1900' and for other purposes,'*" with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 21st December, 1901.

F. C. MASON,
Speaker.

52. ELECTRIC LIGHT AND POWER ACT 1900 AMENDMENT BILL.—The Honorable J. M. Davies moved, That the Bill transmitted by the foregoing Message, intituled "*An Act to amend the 'Electric Light and Power Act 1900' 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, by leave, to be read a second time this day.

The Honorable J. M. Davies 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. M. Davies 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. M. Davies, 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 J. M. Davies, the Council adopted the Report from the Committee of the whole on this Bill.

And, on the further motion of the Honorable J. M. Davies, the Bill was read a third time and passed. The Honorable J. M. Davies moved, That the following be the title of the Bill :—

“ An Act to amend the ‘ Electric Light and Power Act 1900 ’ 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.

53. ADJOURNMENT.—The Honorable A. Wynne moved, by leave, That the Council, at its rising, adjourn until Monday next, at half-past two o'clock.

Debate ensued.

Question—put and resolved in the affirmative.

And then the Council, at thirty-eight minutes past two o'clock in the morning, adjourned until Monday next.

GEORGE H. JENKINS,

Clerk of the Legislative Council.

VICTORIA.

No. 43.

MINUTES OF THE PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL.

MONDAY, 23RD DECEMBER, 1901.

1. The Council met in accordance with adjournment.
2. The President took the Chair.
3. The President read the Prayer.
4. PAPERS.—The following Papers, pursuant to the directions of several Acts of Parliament, were laid upon the Table by the Clerk—
 - Income Tax Acts—Regulations.
 - Old-age Pensions Act 1901—Regulation.
 - Water Act 1890—Wimmera United Waterworks Trust—Application for an Additional Loan of £8,000.

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 Message from His Excellency the Governor recommending an amendment in the Bill intituled "*An Act to amend the 'Education Act 1890,'*" and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment 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, 23rd December, 1901.

G. S. CLARKE,
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 'Education Act 1890,'*" :—

In clause 11, second line of clause, omit the word "March," insert "August."

Government Offices,
Melbourne, 23rd December, 1901.

On the motion of the Honorable A. Wynne 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.

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 Message from His Excellency the Governor recommending amendments in the Bill intituled "*An Act to further amend the Savings Banks Acts*," and acquaint the Legislative Council that the Legislative Assembly have agreed to the several amendments recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 23rd December, 1901.

F. C. MASON,
Speaker.

G. S. CLARKE,
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 Savings Banks Acts*":—

In clause 3, first line of clause, omit the words "and section ten"; in second line of clause omit the word "are," substitute "is."

Government Offices,
Melbourne, 23rd December, 1901.

On the motion of the Honorable A. Wynne 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.

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 Public Service Acts*," and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 23rd December, 1901.

F. C. MASON,
Speaker.

G. S. CLARKE,
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 Public Service Acts*":—

In clause 13, page 3, last line but one of page, omit "his" where first occurring.

Government Offices,
Melbourne, 23rd December, 1901.

On the motion of the Honorable A. Wynne, 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 an amendment in the Bill intituled "*An Act to license Gold Buyers*," and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment recommended by His Excellency the Governor in this Bill, with which they desire the concurrence of the Legislative Council.

Legislative Assembly,
Melbourne, 23rd December, 1901.

F. C. MASON,
Speaker.

G. S. CLARKE,
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 license Gold Buyers*."

In clause 26, first line of clause, omit the word "That."

Government Offices,
Melbourne, 23rd December, 1901.

On the motion of the Honorable A. Wynne, 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.

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 Melbourne and Metropolitan Board of Works 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.

F. C. MASON,
Speaker.

Legislative Assembly,
Melbourne, 23rd December, 1901.

And the said amendments were read, and are as follow:—

Title—after “Acts,” insert “and for other purposes.”

Add the following new clause to the Bill:—

“A. (1) Whereas on the twenty-ninth day of March One thousand nine hundred and one the Board paid to the Treasurer of Victoria pursuant to the provisions of the Principal Act certain principal money amounting to Two hundred and seventy-six thousand eight hundred and twenty pounds eight shillings and ninepence: And whereas pursuant to such provisions the said amount was paid into a Trust account, it is hereby directed pursuant to section sixty-five of the Principal Act that the said amount be applied only for the following purposes, namely:—

Application of
repayment
under No. 1197.

Towards meeting the loss on the conversion and flotation in London	
in One thousand nine hundred and one of loan of Three million	
pounds	£268,047 6 8
To credit of Victorian Government Consolidated Inscribed Stock	
Redemption Fund (Act No. 1561)	8,773 2 1

(2) This section shall be deemed to have come into force on the sixteenth day of April, One thousand nine hundred and one.”

On the motion of the Honorable A. Wynne the Council agreed to the several amendments made by the Legislative Assembly in this Bill, and ordered a Message to be transmitted to the Legislative Assembly acquainting them therewith.

10. APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

11. 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 nine hundred and two and to appropriate the Supplies granted in this Session of Parliament.”
- “An Act to amend the ‘Education Act 1890.’”
- “An Act to further amend the Savings Banks Acts.”
- “An Act to amend the Public Service Acts.”
- “An Act to license Gold Buyers.”
- “An Act to amend the Melbourne and Metropolitan Board of Works 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 His Majesty I assent to this Act.”

12. 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:

It affords me pleasure, on this the first occasion of my meeting Parliament, to congratulate you upon the legislative work which you have accomplished during the Session.

The alteration in the condition of the finances of the State consequent upon Federation will receive the earnest and constant attention of my Advisers during the recess. In this connexion it is gratifying to observe the continued improvement in the revenue from the Railways and from other sources.

The important matter of the Amendment of the Constitution, as regards both Houses of Parliament, has been before you; and, though legislative sanction has not been given to any scheme for such amendment, yet the full discussion which has taken place has tended greatly to elucidate the whole question, and will materially assist my Advisers in preparing a measure for your consideration early next Session.

The Act which you have passed establishing a permanent Old-age Pension scheme will, it is confidently believed, not only provide for the relief of the aged and deserving poor, but will, at the same time, prevent any abuse of the bounty of the State.

The measure amending the law relating to the Educational System of the State will, my Advisers anticipate, lead to useful results. While the principles of the system are maintained, provision is made for the abolition of the system of payment by results, for an alteration in the administration of the Education Department by the appointment of a professional officer as Permanent head, with large discretionary powers, for an improvement in the compulsory provisions of the Act, and for such an alteration in the primary system as will provide for a sound basis of Technical Education.

The measure dealing with the question of the regrading of schools, the employment of more adult teachers, and the reduction of the size of classes in schools, failed to become law, but will be again submitted for your consideration.

The question of the re-organization of the Department of Agriculture has received the earnest attention of my Advisers. Already a separation has been made between the work of that Department and of the Department of Public Works. Negotiations are in progress for securing a suitable person as Director of Agriculture, and it is hoped that very shortly an appointment will be made, and that the new officer will be able so to organize the work of the Department as greatly to increase its practical usefulness.

The Act consolidating the land laws of the State is a measure which has been long needed. This Act will facilitate and expedite the heavy work of the Lands Department, and will undoubtedly prove most useful both to those who have already taken up land and to those who may hereafter become selectors. I am glad to know that steps have also been taken, both by means of lectures and by the issue of a digest of the land laws, to disseminate, as widely as possible, information as to the liberal provisions for selection which are offered by the State. The work of surveying and classifying the remaining waste lands of the Crown has been vigorously continued. Inquiries are also being prosecuted with the view of discovering areas on the River Murray suitable for irrigation colonies. The system of closer settlement by the resumption and subdivision of private estates, has received a further extension by the measure which you have passed authorizing the acquisition of the Eurack Estate. It is satisfactory to learn that this estate has just been successfully offered to the public in suitable farm allotments.

You have, after careful consideration, extended, to several important industries, the benefit of the provisions of the law relating to Factories and Shops.

The Acts providing respectively for the appointment of a Public Service Commissioner, and of an Auditor-General, are measures of reform which will, it is believed, lead to increased efficiency in the Public Service, and in the supervision of the Public Accounts.

You have in the Water Supply Loans Application Act wisely provided for a scheme of water supply for the Mallee district, and for the extension of the work in connexion with the Upper Coliban Reservoir. These works, which are being undertaken after the fullest inquiry by the Railways Standing Committee, will afford much needed provision for the wants of Mallee settlement, and of several important mining centres. The completion of the new waterworks for Geelong insures an adequate supply to that town.

The Gold Buyers Act will materially check fraudulent practices, and will thus materially benefit the mining industry.

Railway construction for the development of the country is being energetically carried on. The Collingwood line has been completed and opened for traffic. The Mildura line has been commenced, and the question of the construction of a line to Tocumwal has been referred to the Parliamentary Standing Committee on Railways for consideration and report. The matter of increased facilities for grain traffic has received thorough consideration, and additional pier, yard, and shed accommodation at Port Melbourne, Williamstown, and Geelong has been provided for.

It is satisfactory to observe that provision has also been made in the Railway Loan Application Act for platforms at country stations, on which grain sheds may be erected by farmers' associations at a nominal rental. Increased rolling-stock has been provided for, including waggons for the carriage of grain, sheep, and general goods.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

I thank you, in His Majesty's name, for the liberal provision you have made for the requirements of the Service of the State.

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

While fully sharing in the universal regret that peace has not yet been restored throughout South Africa, I and my Advisers have observed with deep gratification the unabated readiness of the citizens of Victoria, in common with the citizens of the other Australian States, to place their further services at the disposal of the Empire.

In the Public Works Loan Application Act you have made liberal provision for the requirements of sparsely settled shires, and for the construction of roads in the Mallee area, as well as for several other important works.

The Trading Coupons Abolition Act will, it is hoped, further the genuine interests of the public and of legitimate trading.

Other measures of a useful character have received your assent, such as the Savings Banks Amendment Act, the Meat Supervision Act, the Vegetation Diseases Act, the Mines Development Act Amendment Act, the Sports Betting Suppression Act, the Marine Act Amendment Act, the Vermin Destruction Act, and the Marriage Act Amendment Act.

It is to be regretted that the measures relating to the Export of Produce and the regulation of the Coal Mining Industry failed to become law, but these subjects will be again submitted for your consideration.

I trust that, with the blessing of Divine Providence, your labours may tend to the happiness and prosperity of the people.

I now, in His Majesty's name, declare this Parliament to be prorogued to Tuesday, the 18th day of February, 1902, and it is prorogued accordingly.

GEORGE H. JENKINS,

Clerk of the Legislative Council.

SELECT COMMITTEES.

MEMORANDUM OF THE PARLIAMENTARY COMMITTEE

PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS
(JOINT).

APPOINTED (UNDER ACT No. 1350) 18TH DECEMBER, 1900.

The Hon. J. H. Abbott
D. Melville

The Hon. E. Morey.*

*Re-appointed, after re-election, 3rd September, 1901.

APPOINTED DURING THE SESSION 1901.

No. 1.—ADDRESS IN REPLY TO THE OPENING SPEECH OF HIS EXCELLENCY THE LIEUTENANT-GOVERNOR.

Appointed 18th June, 1901.

The Hon. G. Godfrey
D. Ham
J. Y. McDonald

The Hon. E. Morey
A. O. Sachse
J. Sternberg.

No. 2.—STANDING ORDERS.

Appointed 25th June, 1901.

The Hon. the President
J. H. Abbott
S. Austin
J. M. Davies
N. FitzGerald

The Hon. G. Godfrey*
D. E. McBryde
Sir A. Snowden*
N. Thornley
A. Wynne.

*Re-appointed, after re-election, 18th September, 1901.

No. 3.—PARLIAMENT BUILDINGS (JOINT).

Appointed 25th June, 1901.

The Hon. the President
J. H. Abbott*
W. McCulloch

The Hon. W. Pitt
A. O. Sachse
W. I. Winter-Irving.

*Appointed 31st July, 1901, in place of the Hon. W. I. Winter-Irving (deceased).

No. 4.—LIBRARY (JOINT).

Appointed 25th June, 1901.

The Hon. the President
Sir H. Cuthbert
F. S. Grimwade

The Hon. C. J. Ham
D. Melville

No. 5.—REFRESHMENT ROOMS (JOINT).

Appointed 25th June, 1901.

The Hon. J. C. Campbell
J. M. Pratt†
G. Simmie†

The Hon. J. Sternberg*
J. A. Wallace
W. I. Winter-Irving.

*Appointed 31st July, 1901, in place of the Hon. W. I. Winter-Irving (deceased).

†Re-appointed, after re-election, 18th September, 1901.

No. 6.—PRINTING.

Appointed 25th June, 1901.

The Hon. the President
T. Brunton
T. Comrie
T. Dowling
D. Ham

The Hon. N. Levi
J. Y. McDonald
E. Miller
R. Reid
J. Sternberg.

No. 7.—ELECTIONS AND QUALIFICATIONS.

Appointed (by President's Warrant), 7th August, 1901.

The Hon. J. H. Abbott Sir H. Cuthbert J. M. Davies N. FitzGerald	The Hon. F. S. Grimwade N. Thornley A. Wynne.
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No. 8.—ELECTRIC TRACTION ON RAILWAYS.

Appointed 3rd September, 1901.

The Hon. J. H. Abbott S. G. Black F. Brown W. B. Gray Walter S. Manifold	The Hon. E. Morey E. E. Smith Sir A. Snowden J. Sternberg D. Melville.
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No. 9.—MONEY LENDERS BILL.

Appointed 2nd October, 1901.

The Hon. J. Balfour J. M. Davies G. Godfrey F. S. Grimwade T. C. Harwood	The Hon. E. E. Smith N. Thornley A. Wynne Sir H. Cuthbert.
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No. 10.—CASE OF A. DABSCHECK.

Appointed 23rd October, 1901.

The Hon. T. Comrie J. Y. McDonald W. Pearson	The Hon. A. O. Sachse H. Williams J. Sternberg;
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VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 1.

Extracted from the Minutes.

TUESDAY, 30TH JULY, 1901.

No. 1.—JUSTICES LAW FURTHER AMENDMENT BILL—Clause 9 (as amended):—

Notwithstanding anything contained in the *Licensing Act* 1890 it shall be lawful for any inspector of liquor under the said Act to prosecute any persons who are charged with having committed an offence against any of the provisions of the said Act and to conduct the proceedings against such persons before the court of petty sessions or justices to examine and cross-examine witnesses.—(*Hon. A. Wynne.*)

Question—That the clause as amended stand part of the Bill—put.
Committee divided.

Ayes, 6.

The Hon. W. Pearson
G. Simmie
H. Williams
A. Wynne.

Tellers.

E. J. Crooke
J. Sternberg.

Noes, 21.

The Hon. J. H. Abbott
J. Bell
S. G. Black
T. Comrie
J. M. Davies
N. FitzGerald
G. Godfrey
W. B. Gray
F. S. Grimwade
C. J. Ham
T. C. Harwood
N. Levi
W. S. Manifold
D. Melville
T. H. Payne
A. O. Sachse
E. E. Smith
Sir A. Snowden
N. Thornley.

Tellers.

Dr. W. H. Embling
J. M. Pratt.

And so it passed in the negative.



VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 2.

Extracted from the Minutes.

TUESDAY, 20TH AUGUST, 1901.

No. 1.—MEAT SUPERVISION ACT 1900 AMENDMENT BILL—Proposed new Clause A :—

On the application of the council or councils of any municipal district or districts which or any part of which may hereafter be brought under the provisions of the Meat Supervision Acts, the Governor in Council may by order published in the *Government Gazette* cancel the application of such Acts to such district or districts or to any part or parts thereof, and thereupon any district or districts or any part or parts thereof specified in such order shall cease to be a meat area subject to and within the meaning of the provisions of the Meat Supervision Acts.—(*Hon. W. S. Manifold.*)

Question—That the proposed new clause stand part of the Bill—put.
Committee divided.

Ayes, 21.

The Hon. J. H. Abbott
W. L. Baillieu
S. G. Black
J. C. Campbell
T. Comrie
Dr. W. H. Embling
N. FitzGerald
W. B. Gray
H. W. H. Irvine
W. S. Manifold
D. E. McBryde
J. Y. McDonald
D. Melville
E. Miller
J. M. Pratt
R. Reid
E. E. Smith
N. Thornley
H. Williams.

Tellers.

A. O. Sachse
J. Sternberg.

Noes, 14.

The Hon. J. Balfour
E. J. Crooke
Sir H. Cuthbert
J. M. Davies
C. J. Ham
T. C. Harwood
N. Levi
T. H. Payne
W. Pearson
G. Simmie
Sir A. Snowden
A. Wynne.

Tellers.

S. Austin
W. Pitt.

And so it was resolved in the affirmative.



VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 3.

Extracted from the Minutes.

WEDNESDAY, 18TH SEPTEMBER, 1901.

No. 1.—JUSTICES LAW FURTHER AMENDMENT BILL—Clause 13 (amended) :—

(1) This section may apply to any action brought into a Court of Petty Sessions for the recovery of any civil debt recoverable summarily where the sum claimed does not exceed Fifth pounds.

(2) Where a summons is issued under the provisions of this section such summons shall be in the form or to the effect of the First Schedule to this Act and must be "served" not less than five clear days before the day of return.

(3) If the defendant does not give notice of his intention to defend the same and set out the grounds of defence therein (for which two forms in the form or to the effect of the Second Schedule to this Act shall be attached to the summons) in time to reach the complainant and the clerk of petty sessions in due course of post at least twenty-four hours before the sitting of the Court, the complainant need not attend personally, or otherwise or prove his claim, and an order in his favour may be made by the Court notwithstanding his absence.

(4) At any time within fourteen days after the making of any such order upon at least forty-eight hours' notice being given by the defendant to the complainant a Police Magistrate may if he thinks fit upon being satisfied by affidavit or statutory declaration that the defendant has a defence set aside such order and reinstate the complaint, and if necessary he may stay or set aside execution and may give leave to defend as though the defendant had complied with the provisions of this section, and the Police Magistrate may make such terms as to costs or otherwise as to him seems just. If the order is set aside and the complaint reinstated the Police Magistrate shall state in his order the time and place where such complaint shall be heard.—(Hon. A. Wynne.)

Amendment proposed—That the word "personally" be inserted after the word "served," in line 5.—(Hon. T. C. Harwood.)

Question—That the word proposed to be inserted be so inserted—put.

Committee divided.

Ayes, 10.

- The Hon. J. H. Abbott
- S. Austin
- S. G. Black
- Sir H. Cuthbert
- C. J. Ham
- T. C. Harwood
- R. Reid
- E. E. Smith.

Tellers.

- G. Godfrey
- A. O. Sachse.

Noes, 10.

- The Hon. W. L. Baillieu
- J. Balfour
- J. M. Davies
- W. B. Gray
- N. Levi
- W. Pitt
- H. Williams
- A. Wynne.

Tellers.

- E. J. Crooke
- D. Melville.

The Tellers having declared the numbers for the Ayes and for the Noes to be respectively ten, or equal—the Chairman gave his vote with the Noes, in order to allow of further consideration of the subject, and declared the question to have passed in the negative.

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 4.

Extracted from the Minutes.

TUESDAY, 8TH OCTOBER, 1901.

No. 1.—ARTIFICIAL MANURES ACT 1897 AMENDMENT BILL—New Clause A :—

That the said chemist on receiving samples of manures shall cause the analysis of such manures to be delivered to the manufacturer or importer within "thirty" days of receiving such sample.—(Hon. W. Pitt.)

Amendment proposed—That the word "thirty" be omitted, with a view to insert in place thereof the word "sixty."—(Hon. E. J. Crooke.)

Question—That the word proposed to be omitted stand part of the clause—put.

Committee divided—

Ayes, 22.

- The Hon. W. L. Baillieu
- J. Balfour
- T. Comrie
- Sir H. Cuthbert
- W. B. Gray
- F. S. Grimwade
- C. J. Ham
- D. Ham
- T. C. Harwood
- J. Y. McDonald
- D. Melville
- E. Miller
- E. Morey
- J. M. Pratt
- R. Reid
- A. O. Sachse
- E. E. Smith
- Sir A. Snowden
- J. Sternberg
- H. Williams.

Tellers.

- D. E. McBryde
- W. Pitt.

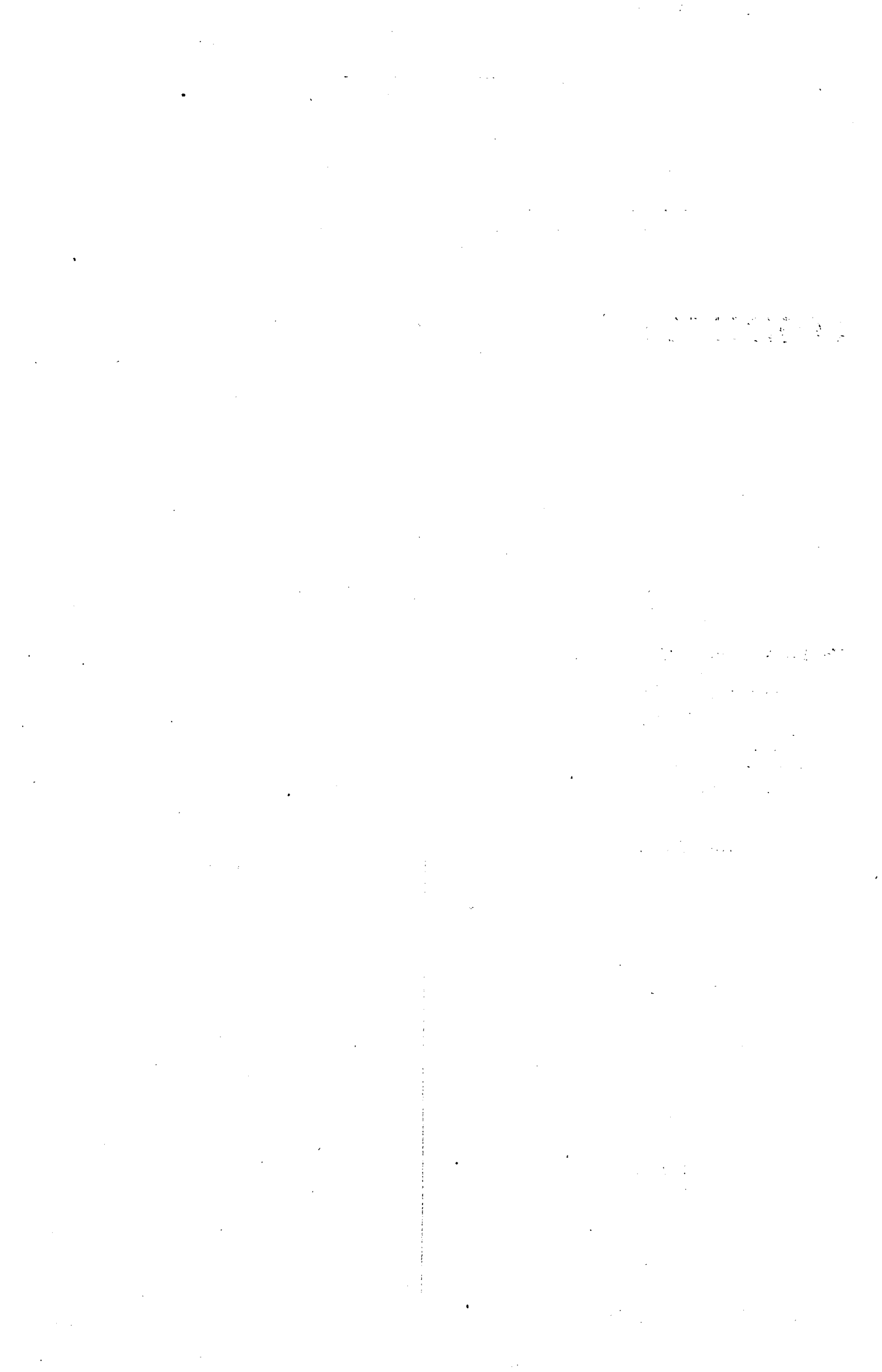
Noes, 10.

- The Hon. E. J. Crooke
- J. M. Davies
- Dr. W. H. Embling
- N. Levi
- Walter S. Manifold
- W. McCulloch
- W. Pearson
- A. Wynne.

Tellers.

- S. Austin
- G. Godfrey.

And so it was resolved in the affirmative.



VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 5.

Extracted from the Minutes.

WEDNESDAY, 13TH NOVEMBER, 1901.

No. 1.—TRADE COUPONS ABOLITION BILL—Clause 1 (amended):—

1. This Act may be cited as the *Trading Stamps Act* 1901 and shall come into operation on the first day of One thousand nine hundred and two.—(*Hon. A. Wynne.*)

Amendment proposed—That the word "June" be inserted in place of the word "January" omitted.
Question—That the word proposed to be inserted be so inserted—put.
Committee divided.

Ayes, 14.

The Hon. W. L. Baillieu
S. G. Black
J. M. Davies
Dr. W. H. Embling
W. B. Gray
F. S. Grimwade
N. Levi
D. E. McBryde
J. Y. McDonald
W. Pitt
J. M. Pratt
E. E. Smith.

Tellers.

G. Godfrey
A. O. Sachse.

Noes, 9.

The Hon. E. J. Croke
D. Melville
E. Morey
T. H. Payne
Sir A. Snowden
N. Thornley
A. Wynne.

Tellers.

J. H. Abbott
J. Sternberg.

And so it was resolved in the affirmative.

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 6.

Extracted from the Minutes.

TUESDAY, 3RD DECEMBER, 1901.

No. 1.—OLD-AGE PENSIONS BILL—Clause 1 :—

This Act may be cited as the *Old-age Pensions Act* 1901, and shall come into operation on the first day of December One thousand nine hundred and one.—(*Hon. A. Wynne.*)

Amendment proposed—That the words “and shall continue in force until the thirty-first day of December One thousand nine hundred and three” be added to the clause.—(*Hon. N. Levi.*)

Question—That the words proposed to be added be so added—put.
Committee divided.

Ayes, 11.

The Hon. W. L. Baillieu
T. Brunton
T. Dowling
W. B. Gray
N. Levi
W. S. Manifold
J. Y. McDonald
E. Miller
E. E. Smith.

Tellers.

D. Ham
Sir A. Snowden.

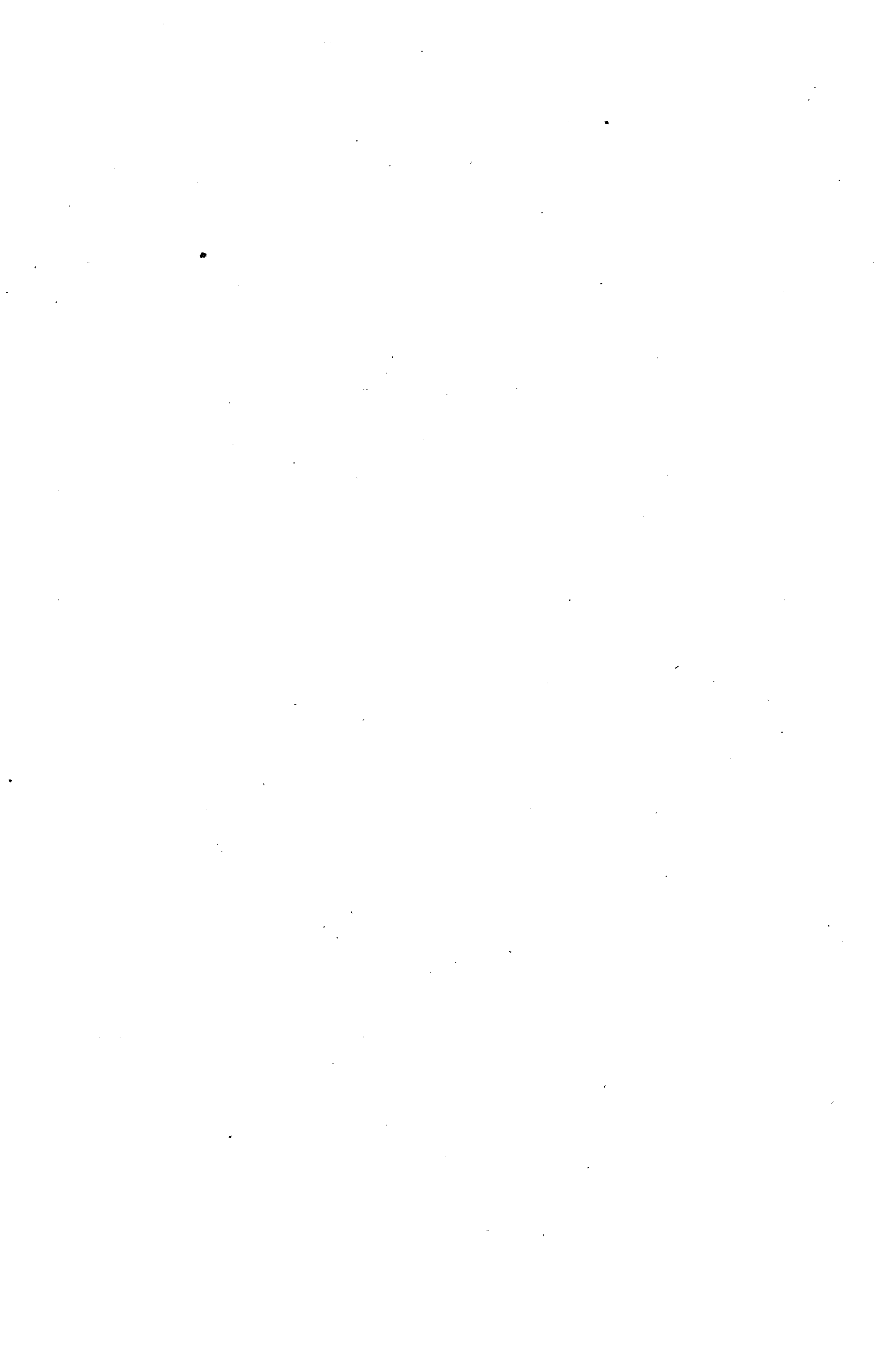
Noes, 26.

The Hon. J. H. Abbott
S. Austin
J. Balfour
J. Bell
S. G. Black
Sir R. T. H. Clarke, Bart.
T. Comrie
J. M. Davies
N. FitzGerald
G. Godfrey
F. S. Grimwade
T. C. Harwood
H. W. H. Irvine
D. E. McBryde
W. McCulloch
D. Melville
E. Morey
W. Orr
T. H. Payne
W. Pearson
W. Pitt
A. O. Sachse
H. Williams
A. Wynne.

Tellers.

E. J. Crooke
Dr. W. H. Embling.

And so it passed in the negative.



VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 7.

Extracted from the Minutes.

TUESDAY, 10TH DECEMBER, 1901.

No. 1.—SPORTS BETTING SUPPRESSION BILL—Clause 2 :—

In this Act unless the context otherwise requires—

* * * * *

“Sports” means “bicycle races” or foot-races or cricket matches or football matches or any other game exercise pastime or contest (other than a horse-race) of a kind usually conducted carried on contested or decided on any ground and to which persons commonly resort as spectators.

“Promoter” means any person or persons or a majority of the persons whether incorporated or not having for the time being the control direction conduct or management of any sports or intended sports and occupying or having authority to occupy any ground for the purpose of holding such sports on any occasion.—(Hon. E. J. Crooke.)

Amendment proposed—That the word “horse” be inserted after the words “bicycle races.”—(Hon D. Melville.)

Question—That the word proposed to be inserted be so inserted—put.
Committee divided.

Ayes, 7.

- The Hon. J. H. Abbott
- T. Comrie
- W. B. Gray
- D. Ham
- T. C. Harwood.

Tellers.

- D. Melville
- Sir A. Snowden.

Noes, 23.

- The Hon. W. L. Baillieu
- J. Balfour
- S. G. Black
- J. C. Campbell
- Sir R. T. H. Clarke, Bart.
- E. J. Crooke
- J. M. Davies
- Dr. W. H. Embling
- G. Godfrey
- F. S. Grimwade
- C. J. Ham
- J. Y. McDonald
- E. Morey
- W. Orr
- T. H. Payne
- W. Pearson
- W. Pitt
- G. Simmie
- E. E. Smith
- J. Sternberg
- H. Williams.

Tellers.

- J. M. Pratt
- A. O. Sachse.

And so it passed in the negative.

WEDNESDAY, 11TH DECEMBER.

No. 2. COAL MINES BILL.—Clause 12 (amended):—

- (1) Where the amount of wages paid to any of the persons employed in a mine depends on the amount of mineral gotten by them those persons shall be paid according to the actual weight gotten by them of the mineral contracted to be gotten; and the mineral gotten by them shall be truly weighed at a place as near to the pit mouth as is reasonably practicable.

Nothing in this section shall preclude the owner or manager of the mine from agreeing with the persons employed in the mine that deductions shall be made in respect of stones or substances other than the mineral contracted to be gotten which shall be sent out of the mine with the mineral contracted to be gotten, or in respect of any tubs being improperly filled in those cases where they are filled by the getter of the mineral or his drawer or by the person immediately employed by him; such deductions being determined in such special mode as may be agreed upon between the owner or manager of the mine on the one hand and the persons employed in the mine on the other, "or by some person appointed in that behalf by the owner or manager or (if any check-weigher is stationed for this purpose as hereinafter mentioned) by such person and such check-weigher, or in case of difference by a third person to be mutually agreed on by the owner or manager of the mine on the one hand and the persons employed in the mine on the other, or in default of agreement appointed by a chairman of a court of general sessions within the jurisdiction of which any shaft of the mine is situate."

* * * * *

—(*Hon. A. Wynne.*)

Amendment proposed—That all the words after "other," in line 12, to the end of sub-clause (1) be omitted.—(*Hon. W. L. Baillieu.*)

Question—That the words proposed to be omitted stand part of the clause—put.
Committee divided.

Ayes, 11.

The Hon. Sir R. T. H. Clarke, Bart.
J. M. Davies
G. Godfrey
F. S. Grimwade
H. W. H. Irvine
W. McCulloch
W. Orr
G. Simmie
A. Wynne.

Tellers.

E. J. Crooke
H. Williams.

Noes, 22.

The Hon. J. H. Abbott
S. Austin
W. L. Baillieu
J. C. Campbell
T. Comrie
Dr. W. H. Embling
W. B. Gray
D. Ham
N. Levi
Walter S. Manifold
J. Y. McDonald
D. Melville
E. Miller
E. Morey
T. H. Payne
W. Pearson
W. Pitt
A. O. Sachse
E. E. Smith
J. Sternberg.

Tellers.

C. J. Ham
J. M. Pratt.

And so it passed in the negative.

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1901.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 8.

Extracted from the Minutes.

TUESDAY, 17TH DECEMBER, 1901.

No. 1.—EDUCATION ACT 1890 AMENDMENT BILL.—Proposed new clause :—

Notwithstanding the provisions of section eleven of the *Education Act* 1890, religious instruction may be given in every State school by the Minister or other duly appointed instructors of any religious denomination on one or two days in each week during the last half-hour of the morning or afternoon school hours (the days and times to be approved of by the Board of Advice and arranged with the head teacher) to the children attending the school whose parents or guardians approve of their receiving religious instruction and the remaining children shall unless the school building consists of a single room receive secular instruction while the religious instruction is being given. The power of making regulations contained in section twenty-three of the *Education Act* 1890 shall involve power to make regulations to give effect to and carry out this section. This provision shall in no way interfere with the four hours secular instruction provided for in the *Education Act*.—(Hon. J. M. Davies for the Hon. J. Balfour.)

Question—That the proposed new clause be added to the Bill—put.

Committee divided.

Ayes, 15.

- The Hon. T. Comrie
- Dr. W. H. Embling
- F. S. Grimwade
- C. J. Ham
- D. Ham
- D. E. McBryde
- W. Orr
- J. M. Pratt
- R. Reid
- A. O. Sachse
- G. Simmie
- Sir A. Snowden
- H. Williams.

Tellers.

- W. L. Baillieu
- J. M. Davies.

Noes, 19.

- The Hon. J. H. Abbott
- Sir R. T. H. Clarke, Bart.
- E. J. Crooke
- T. Dowling
- N. FitzGerald
- G. Godfrey
- W. B. Gray
- H. W. H. Irvine
- N. Levi
- Walter S. Manifold
- W. McCulloch
- J. Y. McDonald
- D. Melville
- E. Morey
- W. Pitt
- E. E. Smith
- A. Wynne.

Tellers.

- S. G. Black
- T. H. Payne.

And so it passed in the negative.

No. 2.—EDUCATION ACT 1890 AMENDMENT BILL.—Clause 20:—

Pursuant to the provisions of section twenty-three of the Principal Act regulations may be made for the establishment and control of—

- (a) continuation schools ;
- (b) schools for feeble-minded children ;
- (c) schools for the deaf and dumb ;
- (d) truant schools ;
- (e) neglected children's schools ;
- (f) schools for the blind ; and
- (g) kindergarten schools.

“No expenditure shall be incurred in respect of any such school until the regulations affecting such school” have been laid before both Houses of Parliament as provided in the said section.

—(*Hon. E. J. Crooke*.)

Amendment proposed—That the words “No expenditure shall be incurred in respect of any such school until the regulations affecting such school” be omitted with a view to insert “Such regulations shall not take effect until they shall.”—(*Hon. Walter S. Manifold*.)

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

Committee divided.

Ayes, 19.

The Hon. W. L. Baillieu
 Sir R. T. H. Clarke, Bart.
 T. Comrie
 E. J. Crooke
 J. M. Davies
 G. Godfrey
 W. B. Gray
 F. S. Grimwade
 D. E. McBryde
 W. McCulloch
 E. Morey
 W. Orr
 J. M. Pratt
 A. O. Sachse
 G. Simmie
 J. Sternberg
 A. Wynne.

Tellers.

J. H. Abbott
 W. Pitt.

Noes, 14.

The Hon. S. G. Black
 T. Dowling
 N. Fitzgerald
 D. Ham
 H. W. H. Irvine
 N. Levi
 Walter S. Manifold
 J. Y. McDonald
 T. H. Payne
 E. E. Smith
 Sir A. Snowden
 H. Williams.

Tellers.

Dr. W. H. Embling
 R. Reid.

And so it was resolved in the affirmative.

WEDNESDAY, 18TH DECEMBER.

No. 3.—WHITFIELD TO MAHAIKAH RAILWAY CONSTRUCTION BILL.—Clause 1:—

This Act may be cited as the *Whitfield and Mahaikah Railway Construction Act 1901*.—
 (*Hon. W. McCulloch*.)

Motion made and question put—That the Chairman do now leave the chair.—(*Hon. J. M. Davies*.)
 Committee divided.

Ayes, 22.

The Hon. S. Austin
 S. G. Black
 Sir H. Cuthbert
 J. M. Davies
 T. Dowling
 W. B. Gray
 F. S. Grimwade
 C. J. Ham
 T. C. Harwood
 N. Levi
 Walter S. Manifold
 D. E. McBryde
 E. Miller
 T. H. Payne
 W. Pitt
 R. Reid
 G. Simmie
 E. E. Smith
 Sir A. Snowden
 N. Thornley.

Tellers.

G. Godfrey
 H. W. H. Irvine.

Noes, 16.

The Hon. J. H. Abbott
 W. L. Baillieu
 Sir R. T. H. Clarke, Bart.
 T. Comrie
 E. J. Crooke
 N. Fitzgerald
 W. McCulloch
 J. Y. McDonald
 D. Melville
 E. Morey
 J. M. Pratt
 J. Sternberg
 H. Williams
 A. Wynne.

Tellers.

W. Orr
 A. O. Sachse.

And so it was resolved in the affirmative.

1901.
VICTORIA.

FACTORIES AND SHOPS ACTS, EXPENDITURE
UNDER.—COST OF WAGES BOARDS.

RETURN to an Order of the *Legislative Council*
Dated 3rd September, 1901, for—

A RETURN showing—

1. What amount of money has been paid by the Government, if any, for expenses as fees to the various members of the Wages Boards under the Shops and Factories Acts during the eighteen months ending 30th June, 1901, specifying the total sums paid to the employes' representatives, the employers' representatives, and the chairmen.
2. The amount of cost incurred in printing in the *Government Gazette* under separate headings, as follow :—
 - (1) The determinations of each Wages Board.
 - (2) The permissions for working overtime to different applicants.
 - (3) The hours of closing shops in various cities, towns, and shires.
 - (4) The amount paid for law costs for prosecutions under the Acts.
 - (5) The names of the various trades brought under the operation of the Acts and the dates thereof ; and
 - (6) The amount received by the Government for the fees received for applications for extension of time for working.

(The Honorable N. Levi.)

Ordered to be printed, 23rd October, 1901.

1. Amounts paid for expenses as fees to members of Special Boards from 1st January, 1900, to 30th June, 1901—

Employés' Representatives	...	...	...	£693	5	0
Employers' Representatives	...	...	...	662	10	0
Chairman	...	...	...	266	10	0
				<hr/>		
Total	...	...	...	£1,622	5	0

2. Cost of printing in the *Government Gazette* under separate headings—

- (1) Total £61 12 6
 - (2) " £88 10 0
 - (3) " £24 7 6
- } Sec Schedule A.
- (4) The amount paid for law costs for prosecutions under the Acts from 1st January, 1900, to 30th June, 1901, was £546 4s. 4d. The costs awarded by the courts during the same period amounted to £448 2s. 1d.
 - (5) See Schedule B.
 - (6) The amount received for fees for applications for extension of time for working from 1st January, 1900, to 30th June, 1901, was £50 5s.

HARRISON ORD,
Chief Inspector of Factories.

SCHEDULE A.

COST OF PRINTING IN THE *GOVERNMENT GAZETTE* FROM 1st JANUARY, 1900, TO 30th JUNE, 1901.

1. Determinations of Wages Boards—

Board.	Cost.
	£ s. d.
Clothing	4 2 6
Furniture	4 17 6
Millet Broom	6 17 6
Butchers	2 5 0
Pottery	1 10 0
Stone Cutters	1 17 6
Jam Trade	1 2 6
Cigar „	3 0 0
Plate Glass	1 10 0
Woodworkers	3 0 0
Brick Trade	2 5 0
Confectioners	1 10 0
Jewellers	3 0 0
Engravers... ..	6 15 0
Coopers	12 0 0
Boot Trade	3 7 6
Tanners	1 10 0
Baking	1 2 6
Total ...	£61 12 6

2. Permissions for working overtime—

Total cost £88 10 0

3. Hours of closing—

Total cost £24 7 6

ROBT. S. BRAIN,
Government Printer.

SCHEDULE B.

SPECIAL BOARDS.

Under the *Factories and Shops Act* 1896 six Special Boards were brought into existence. These Boards were :—

1. BREAD BOARD.—To determine the lowest price or rate of payment for Bread-making or Baking.
2. BOOT BOARD.—To determine the lowest prices or rate which may be paid to any person for wholly or partly preparing or manufacturing, either inside or outside a factory or work-room, boots, shoes, and slippers of every description.
3. CLOTHING BOARD.—To determine the lowest prices or rates which may be paid to any person for wholly or partly preparing or manufacturing, either inside or outside a factory or work-room, the following articles of men's and boys' clothing or wearing apparel, namely :—Coats (including overcoats and cloaks of every description), vests, trousers, jackets, and knickerbockers, except indiarubber water-proof garments.
4. FURNITURE BOARD.—To determine the lowest prices or rates of payment payable to any person employed in wholly or partly preparing or manufacturing any articles of furniture usually made or partly preparing by cabinet-makers, chair and couch makers, upholsterers, wood-carvers, frenchpolishers, and wood-turners. This Board has also, by an Order in Council, been given power to fix the rates of payment for persons employed in the manufacture of overmantels and wood mantelpieces, other than wood mantels to be painted, such as usually made in saw-mills ; also mattresses or bedding. (*See Page 23.*)
5. SHIRT BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons for wholly or partly preparing or manufacturing, either inside or outside a factory or work-room, any shirts, shirt fronts, pyjamas, collars and cuffs of every description.
6. UNDERCLOTHING BOARD.—To determine the lowest price or rate of payment for wholly or partly prepared or manufacturing the following articles or classes of articles of clothing and wearing apparel, that is to say :—All articles of women's and girl's underclothing (except stays and corsets), also night-gowns, blouses, pinafores, aprons, and infants' gowns and underclothing.

Under the provisions of the *Factories and Shops Act* 1900, the following Special Boards were authorized by Parliament last year :—

1. BUTCHERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a butcher or seller of meat, or maker or seller of small goods.
2. BRICK TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of brickmaking (including clay-digging).—Resolution carried 25th September, 1900.
3. CARRIAGE TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a maker of carriages, carts, and other vehicles other than perambulators.—Resolution carried 11th October, 1900.
4. CIGAR TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of cigar making.—Resolution carried 25th September, 1900.
5. CONFECTIONERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a manufacturing confectioner.—Resolution carried 11th October, 1900.
6. COOPERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a cooper.—Resolution carried 4th September, 1900.
7. ENGRAVERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of an engraver or die-sinker.—Resolution carried 11th October, 1900.
8. FELLMONGERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a fellmonger or wool-scourer, or tanner of sheepskins.—Resolution carried 11th October, 1900.
9. JAM TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of manufacturing jam, fruit jelly, pickles, and sauces.—Resolution carried 11th October, 1900.
10. JEWELLERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a manufacturing jeweller.—Resolution carried 11th October, 1900.
11. MILLET BROOM BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of millet broom making.—Resolution carried 4th September, 1900.
12. PASTRY COOKS BOARDS.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a pastry cook.—Resolution carried 4th September, 1900.
13. PLATE GLASS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of glazing or bevelling plate glass, or of silvering plate or sheet glass, or of embossing plate, sheet, or stained glass, or of cutting plate or stained glass, or of glazing stained glass in lead.—Resolution carried 11th October, 1900.
14. PRINTERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of printing (including book-binding).—Resolution carried 4th September, 1900.
15. POTTERY TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of pottery-making, including the making of tiles and of drain and glazed pipes and the clay-digging in connexion therewith.—Resolution carried 25th September, 1900.
16. SADDLERY BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of manufacturing harness, saddlery, and whiptongs.—Resolution carried 25th September, 1900.
17. STONE CUTTERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of cutting, carving, polishing, and letter-cutting in marble and stone.—Resolution carried 4th September, 1900.
18. TANNERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a tanner, currier, or leather-dresser, other than a tanner of sheepskins.—Resolution carried 11th October, 1900.
19. TINSMITHS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of preparing or manufacturing articles made of tin-plate or other sheet metal, including the japanning of such articles.—Resolution carried 25th September, 1900.
20. WOOD WORKERS BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business carried on in a saw-mill, timber yard, box factory, or joiner's workshop.—Resolution carried 4th September, 1900.
21. WOOLLEN TRADE BOARD.—To determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business carried on in a woollen mill.—Resolution carried 25th September, 1900.

1901.
VICTORIA.

REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

MONEY LENDERS BILL.

Ordered by the Legislative Council to be printed, 12th November, 1901.

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

T H O R N E Y

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 2ND OCTOBER, 1901.

13. MONEY LENDERS BILL.—The Honorable Sir H. Cuthbert moved, by leave, That this Bill be committed to a Select Committee.

Question—put and resolved in the affirmative.

The Honorable Sir H. Cuthbert moved, by leave, That the Select Committee consist of the Honorables J. Balfour, J. M. Davies, G. Godfrey, F. S. Grimwade, T. C. Harwood, E. E. Smith, N. Thornley, A. Wynne, and the Mover ; such Committee to have power to send for persons, papers, and records ; five to be the quorum.

Question—put and resolved in the affirmative.

REPORT.

THE SELECT COMMITTEE appointed by your Honorable House on the 2nd October, 1901, and to which was referred the Bill to amend the Law with respect to Persons carrying on Business as Money Lenders, have the honour to report that they have considered the Bill and recommend to Your Honorable House that the following amendments be made, viz. :—

- Clause 2, line 6, omit "includes" and insert "means."
- „ line 9, after "business" insert "or who lends money at a rate of interest exceeding fifteen per centum per annum."
- „ line 18, after "person" insert "or body corporate."
- Clause 3, line 2, omit "from" and insert "in respect of a loan by."
- „ line 10, omit "and" where it first occurs, and insert "or"
- „ line 10, omit "in either case."
- „ line 11, omit "otherwise."
- „ line 14, omit "from" and insert "in respect of a loan by."
- „ line 20, after "risk" insert "the value of the security the time of repayment."
- „ line 20, after "all the" insert "other."
- „ line 30, omit "from" and insert "in respect of a loan by."
- „ line 45, after "money lender" add "but shall not apply to any *bonâ fide* assignee transferee or holder for value without notice in respect of a loan by a money lender."
- Clause 6, line 16, omit "fraudulently."
- „ line 19, omit "indictment" and insert "conviction."

MEMORANDUM

TO : [Illegible]

FROM : [Illegible]

23

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VICTORIA.

PROGRESS REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON

ELECTRIC TRACTION ON RAILWAYS;

TOGETHER WITH THE PROCEEDINGS OF THE COMMITTEE
AND MINUTES OF EVIDENCE.

Ordered by the Legislative Council to be printed, 19th November, 1901.

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 3RD SEPTEMBER, 1901.

11. ELECTRIC TRACTION ON RAILWAYS.—The Honorable D. Melville moved, pursuant to amended notice, That a Select Committee be appointed to further 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, S. G. Black, F. Brown, W. B. Gray, W. S. Manifold, E. Morey, E. E. Smith, Sir A. Snowden, J. Sternberg, and the mover, with power to send for persons, papers, and records, and to move from place to place; three to be the quorum.

Question—put and resolved in the affirmative.

PROGRESS REPORT.

THE SELECT COMMITTEE appointed by your Honorable House on the 3rd September last to further 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, have the honour to submit the following Progress Report to your Honorable House:—

Your Committee have already held several meetings and examined most of the available experts in the State, who unanimously agree that electric traction has already passed beyond the experimental stage. Your Committee have obtained a considerable amount of valuable information with regard to the great strides which electric railways have made, and are making, in the principal cities of America, Great Britain, and other parts of the world.

Your Committee are convinced, from the remarkable results achieved where electric traction has been introduced, that electricity has most assuredly won its place as an economic and effective motive power, and that steam is being relegated to a secondary position, more especially as regards suburban traffic. Evidence has been adduced showing that in America enormous sums have been invested in electric traction enterprises with satisfactory results.

Your Committee are of opinion that by adopting the electric system on the suburban lines there would be a considerable reduction in maintenance, labour, and consumption of fuel. There are large quantities of fuel in Victoria which could be used in the generation of electricity. In giving evidence on this important point, Mr. A. J. Arnot, the City of Melbourne Electrical Engineer, said—"I am perfectly satisfied that the system of electric traction on 'those two lines' (the St. Kilda and Port Melbourne) could be more economically operated by electricity than by steam, for the reasons that in a locomotive you are using the best of fuel, you must do that, and therefore the most expensive, whereas in a large power-house you would use probably all the well-known labour and fuel-saving devices that are on the market, such as automatic stokers in the boilers, which would permit the use of inferior cheap coal; you would use economizers in the flues, which would heat your feed water from 60 to 70 degrees, which you feed into the boilers over boiling point, say 240 degrees. I have fed the water into our boilers at the City of Melbourne electric light station at 270 degrees, which is a very high temperature, so you call on the boiler to do very little work." Professor Kernot, in his evidence before the Committee, gave an instance of a power-house being erected at the pit's mouth (some 20 miles from where the electricity was required) in order to utilize inferior coal, which was not worth carrying by rail. He said—"As the question of coal has been raised, I might mention a visit that I paid in South Africa to Brakpan, about 20 miles or so from Johannesburg, where there was a coal mine and an electric generating station. The unsaleable coal that is not worth sending away by rail was burned in the electric station, producing electricity, and this electricity was transmitted at 10,000 volts on the three-phase system to Johannesburg." Again, the wear and tear on the permanent-way would be minimized; there would be no necessity for shunting at the various termini, and the expense incurred by running unnecessarily large trains for the accommodation of a few passengers during the slack portions of the day would be obviated.

Your Committee are of opinion, from the evidence placed before them, that there would be an immediate increase in the passenger traffic through the additional comfort and facilities afforded to the travelling public; the trains running at shorter intervals and saving the passenger's time by the increased rate of speed which should be attained, and the absence of heat, smoke, grit, and soot, which are such objectionable features in connexion with steam locomotion. By the adoption of electricity on the suburban lines, the question of effective carriage lighting, which has formed the subject of inquiry by several select committees, would be satisfactorily disposed of, the conductor transmitting the motive power providing the electricity for illuminating the cars. As to the traffic, the Engineer-in-Chief (Mr. Rennick) in his evidence says—"We deal now with about 50,000,000 suburban passengers per annum, and the income is about £500,000 a year, or about 2½d. per passenger. The benefits of electric traction, in my opinion, might be fairly taken to encourage an immediate development in this traffic of 25 per cent. Wherever electric traction has been substituted for steam, there has been a remarkable increase in traffic immediately, through the great comfort and high speed of the electric traction."

As an illustration of what can be achieved under electricity where steam had previously failed, Mr. A. W. Jones, the representative of the Australian General Electric Company, gives a striking instance. The South Side Elevated Railway Line, Chicago, which was originally worked by steam, had fallen into the hands of a receiver, and it was determined to equip it electrically. The line was worked under peculiarly severe conditions as regards competition, being paralleled by a cable railway, an electric street railway, the Chicago Rock Island railway, and the Illinois steam railway (since electrically equipped). In 1898 the system was electrically equipped and operated, and a comparison between the ratio of expenses and the net earnings under the two systems gives the following results:—

			Ratio of expenses to net earnings.	Net earnings.
November 1897 (under steam)	...	...	87 3-10ths per cent.	£2,209
November 1898 (under electricity)	...	...	57 3-10ths "	£8,218
December 1897 (under steam)	...	...	83 6-10ths "	£3,601
December 1898 (under electricity)	...	...	55 per cent.	£9,449

In order to show the progress and success of electric traction, and its growing popularity in London; your Committee quote from the most recent number of *The Engineer* of the 11th October last, which says, "As showing the growth of the traffic on the City and South London Electric Railway, the following figures may be of interest:—When opened in 1890 the number of engines owned by the company was 14, and the number of carriages 30. The number of engines owned by the company at the present time is 53, with 123 carriages. The receipts for the June half of 1891 amounted to £19,637, and the working expenses £15,521, while for the June half-year of 1901 the receipts were £53,654, and the expenses £28,096; the number of train miles run in the half-year ending June, 1891, was 141,408, and for the same period of the current year 444,560 miles. The number of passengers carried, exclusive of season ticket-holders, in the June half of 1891 was 2,412,343, and for the first six months of the current year 5,887,786."

America has hitherto led in the application of electricity as a motive power for traction, the Continent of Europe has followed closely, and Great Britain has now adopted, and is rapidly extending, its electric system. Judging by the large number of advertisements in the leading British journals calling for tenders for electrical equipment of every description, it is evident to your Committee that within a very short period electricity will be the universally adopted motive power in all the leading centres of population in Great Britain. During August and September of this year advertisements appear in *The Engineer* calling for tenders for the supply of electrical equipment of various descriptions from the Borough of Bournemouth, the London County Council, the Royal Burgh of Kirkcaldy, the County Borough of Oldham, the East Ham District Council, the County Borough of Warrington, the City of Hull, the County Borough of Huddersfield, the Newport Corporation, and many others.

In addition to the numerous instances of the conversion from steam to electric railways in America, may be mentioned the Valtellina, in Italy, a line of 66 miles in length, connecting the towns of Lecco, Colico, Sondrio, and Chiavenna; the Budapest, in Austria, a line of 8 miles in length; also the London and Metropolitan Underground Steam Railway Company, which has recently called for tenders for the electrical equipment of that line.

On the Continent rapid strides are being made in connexion with electric railways. The Allgemeine Electricitats-Gesellschaft, Berlin, are now experimenting with locomotives to run at the rate of 150 miles an hour, having already accomplished a speed of 105 miles an hour. It is also proposed at a later date to extend the system of electric railways for express passenger trains from Berlin to St. Petersburg, Vienna, Paris, Munich, Brussels, and other large cities on the Continent.

Electric traction has already been introduced in New South Wales, Queensland, and Western Australia, and your Committee regret that they have not had time to inquire into the very successful systems adopted in Brisbane and Sydney. It will be observed from the evidence of the engineers of the Victorian Railway Department, although opposing the electrical equipment of the St. Kilda line on the ground that the expenditure would not be justified, they state that if the suburban railways had to be constructed *de novo* they would unhesitatingly recommend the introduction of electricity as the motive power.

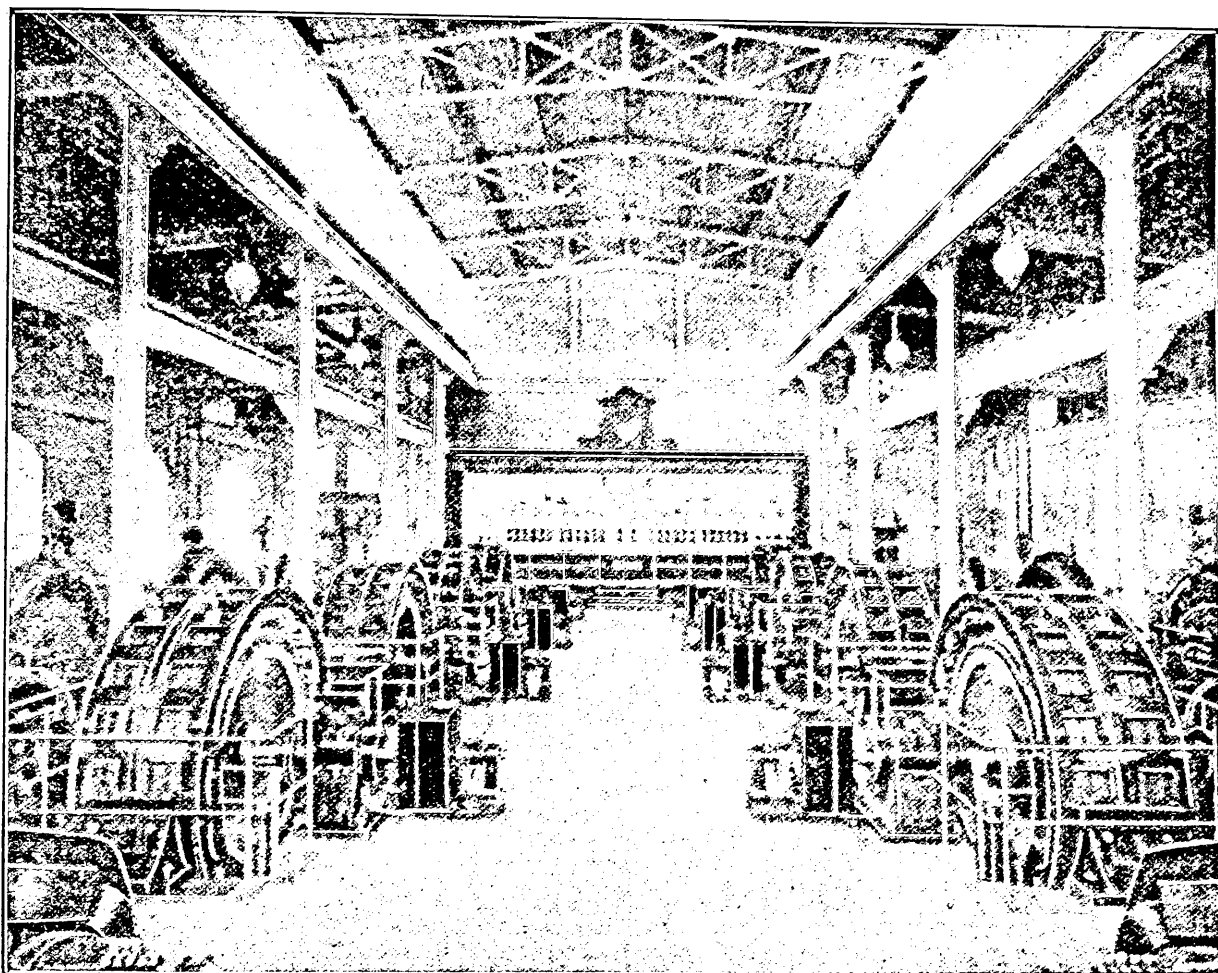
According to the evidence of the Chief Mechanical Engineer of the Railway Department, additions to the present rolling-stock are necessary on account of the increased traffic, and your Committee are of opinion that a commencement should be at once made in the direction of electrically equipping some of the suburban lines, as the stock at present in use thereon could be utilized in other directions. On this point Mr. Woodroffe was asked—"Is it likely there is a better time coming than the present to make the experiment?" and his reply is—"Not as far as the stock is concerned, because there is no doubt that, owing to the increase in our suburban traffic, and probable increase, we shall have to increase the present stock of vehicles, both engines and carriages."

The possibility of water power being utilized in connexion with electric traction both on the suburban and short country lines is also a subject which demands the fullest investigation. Your Committee up to the present have not had an opportunity of investigating this question as fully as they desire and intend doing, but it is obvious that wherever it can be shown that water power is available for the generation of electricity, it will be possible to construct railways in sparsely populated districts, which otherwise would receive but scant consideration. Mr. Cadwallader, the manager of the Dight's Falls Flour Mills, which are on the Yarra, close to Melbourne, stated that a force of 2,000 horse-power can be made available at the falls for electric traction for nine months in the year at a very trifling expense. The waters of the Upper Yarra, the King, the Snowy, the Thompson, and the Gellibrand Rivers might also be made use of in this direction.

The Departmental estimate for the electrical equipment of the St. Kilda line (including a power-house) is, approximately, £65,375; but your Committee are of opinion (seeing that the railways require additional rolling-stock in any case) that the stock at present in use on the St. Kilda line could be transferred to other branches, so that, instead of building new stock for the old system, electric rolling-stock could be built specially for the St. Kilda line. Thus the real outlay might be taken to be as follows:—The cost of the power-house, with its contents, the bonding of the rails, and the transmission of the power along the line. Taking this small outlay into consideration, and the convenience to the travelling public, the great advantage we shall derive from practical experience in introducing the first electric railway into Victoria must be apparent, and, as already quoted from Mr. Rennick's evidence, "Wherever electric traction has been substituted for steam there has been a remarkable increase in traffic immediately, through the great comfort and high speed of the electric traction."

Finally, your Committee fully indorse the recommendations of the previous Select Committee on Electric Traction which sat in 1898, and again strongly urge that the St. Kilda, one of the lines then recommended for experimental purposes, be equipped and operated as an electric railway; but, in the opinion of your Committee, it is essential that in the introduction of an electric system the services of a competent electric railway manager—one who has had the necessary practical experience in the initiation and control of similar undertakings—be obtained from Great Britain or America, thus insuring the system being introduced and worked upon the most approved and modern methods.

ILLUSTRATION OF WATER-POWER STATION SUITABLE FOR SHORT
COUNTRY LINES.

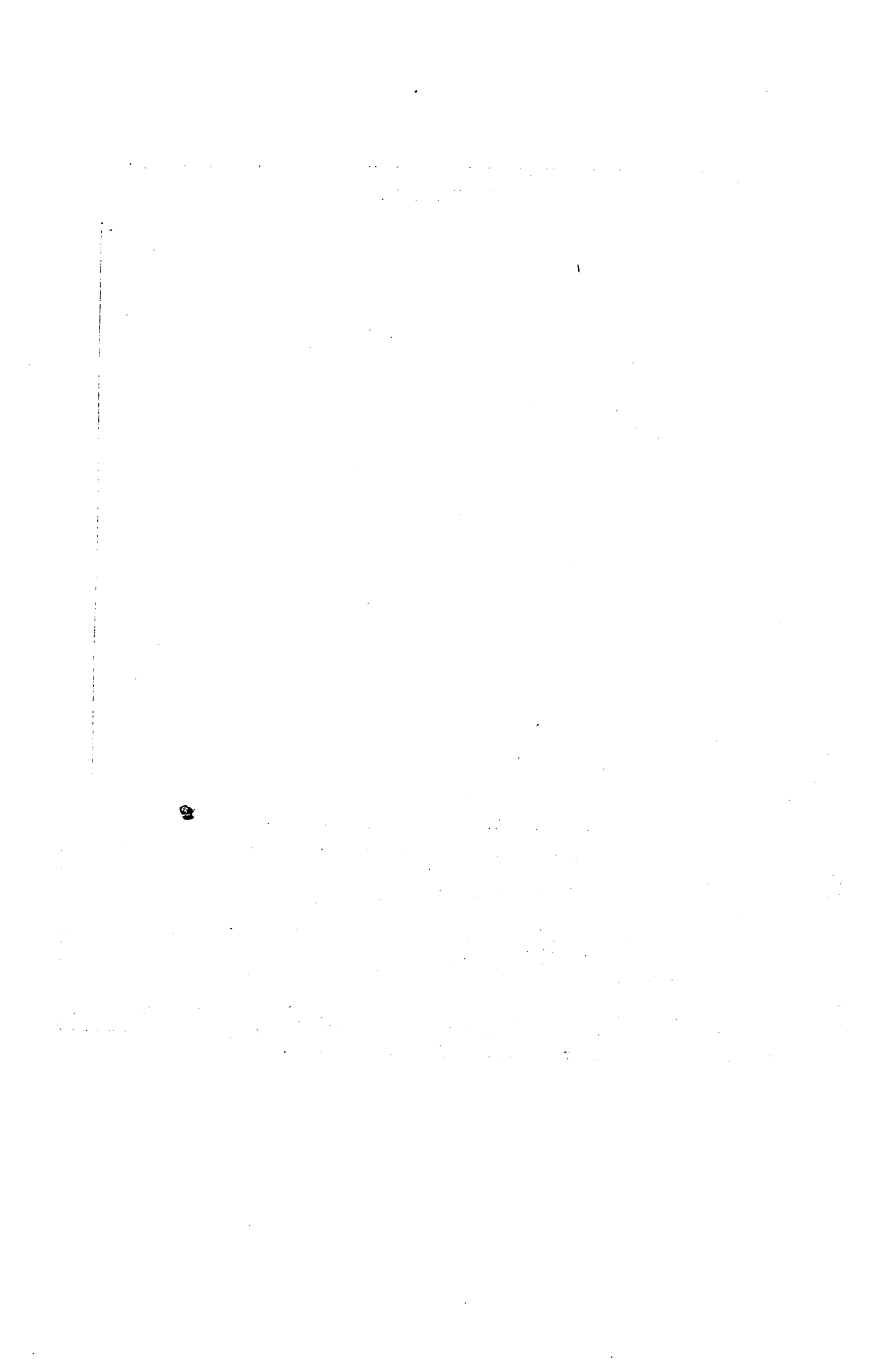


THE POWER STATION AT JAICE, IN BOSNIA.

The power station at Jaice, in Bosnia, was completed and set in operation in March, 1899. The electrical equipment consists of eight 1,000 horse-power generating sets, and two of 632 horse-power. The total power that can be supplied by this station is, therefore, equivalent to 9,260 horse-power.

The electrical equipment of the Jaice power station is made up of eight triphase and two continuous-current generators, all directly coupled to turbines of corresponding power.

The triphase dynamos each yield 3,000 ampères at 350 volts, and the current from these is used in the adjoining works for operating electric furnaces for carbide production. The furnaces are arranged in threes in star form, and each generator is thus capable of heating three furnaces; the electrical connexions being so designed that current from any one of the eight generators can be used to heat any group of three carbide furnaces. The continuous-current generators each yield 3,600 ampères at 120 volts. This current is used in the adjoining works for the production of alkalis and chlorine. Bare copper cables are used for conveying the current from the power-house to the carbide and alkali works.



PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 17TH SEPTEMBER, 1901.

Members present :

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,

The Hon. D. Melville,
E. E. Smith,
Sir A. Snowden.

The Clerk read the extract from the Minutes of the Proceedings of the 3rd September, 1901, referring to the appointment of the Committee.

The Hon. D. Melville was called to the Chair.

Ordered—That the following witnesses be called for the next meeting of the Committee :—Robert G. Kent, Secretary for Railways ; Francis Rennick, Engineer-in-Chief ; Thomas Hale Woodroffe, Chief Mechanical Engineer ; and Charles E. Norman, Engineer for Existing Lines.

Ordered—That the Railway Department be asked to supply the following information :—The capital cost of the Melbourne to St. Kilda, Melbourne to Port Melbourne, and Melbourne to Brighton lines. Also, the total cost of running, the number of passengers carried on, and the total revenue derived from each of the above lines from August, 1900, to August, 1901.

The Committee adjourned until Tuesday next, at half-past Two o'clock.

TUESDAY, 24TH SEPTEMBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,
Walter S. Manifold,

The Hon. E. Morey,
E. E. Smith,
Sir A. Snowden,
J. Sternberg.

Thomas Hale Woodroffe, Chief Mechanical Engineer, examined by the Committee.

The Honorables S. G. Black and Walter S. Manifold here entered the room and took their seats.

Examination of witness continued.

Sir A. Snowden here entered the room and took his seat.

Examination of witness continued.

The Hon. W. B. Gray here entered the room and took his seat.

Examination of witness continued.

Charles E. Norman, Engineer for Existing Lines, examined by the Committee.

The Hon. J. Sternberg here entered the room and took his seat.

Examination of witness continued.

Francis Rennick, Engineer-in-Chief, examined by the Committee.

The Hon. E. E. Smith here entered the room and took his seat.

Examination of witness continued.

The Committee adjourned until to-morrow, at Three o'clock.

WEDNESDAY, 25TH SEPTEMBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,
Walter S. Manifold,

The Hon. E. Morey,
E. E. Smith,
Sir A. Snowden,
J. Sternberg.

Robert G. Kent, Secretary for Railways, examined by the Committee.

Sir A. Snowden here entered the room and took his seat.

Examination of witness continued.

The Hon. Walter S. Manifold here entered the room and took his seat.

Examination of witness continued.

James H. Fawcett examined by the Committee.

The Committee adjourned until Tuesday next, at Two o'clock.

TUESDAY, 1ST OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
S. G. Black,
W. B. Gray,
Walter S. Manifold,

The Hon. E. Morey,
E. E. Smith,
Sir A. Snowden,
J. Sternberg.

Arthur James Arnot examined by the Committee.
Sir A. Snowden here entered the room and took his seat.
Examination of witness continued.
Robert G. Kent further examined by the Committee.
The Committee adjourned until to-morrow, at Two o'clock.

WEDNESDAY, 2ND OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
Walter S. Manifold,

The Hon. E. Morey,
E. E. Smith,
Sir A. Snowden.

J. Hamilton Reid, Chief Accountant of the Victorian Railways, examined by the Committee.
William Charles Kernot examined by the Committee.
The Hon. Walter S. Manifold here entered the room and took his seat.
Examination of witness continued.
The Committee adjourned until Tuesday next, at half-past Two o'clock.

TUESDAY, 8TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
F. Brown,
W. B. Gray,

The Hon. E. Morey,
E. E. Smith,
Sir A. Snowden.

Arthur W. Jones examined by the Committee.
The Hon. Sir A. Snowden here entered the room and took his seat.
Examination of witness continued.
The Hon. W. B. Gray here entered the room and took his seat.
Examination of witness continued.
Arpad J. Haussegger examined by the Committee.
The Committee adjourned until Tuesday next, at Two o'clock.

TUESDAY, 15TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE.

No quorum:

WEDNESDAY, 16TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. S. G. Black,
W. B. Gray,

The Hon. E. E. Smith,
Sir A. Snowden.

Arpad J. Haussegger further examined by the Committee.
The Hon. S. G. Black here entered the room and took his seat.
Examination of witness continued.
The Hon. W. B. Gray here entered the room and took his seat.
Examination of witness continued.
Henry Noyes examined by the Committee.
The Committee adjourned until Tuesday next, at half-past Two o'clock.

TUESDAY, 22ND OCTOBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,

The Hon. Walter S. Manifold,
E. Morey,
E. E. Smith.

W. M. Arnot, electrical engineer, examined by the Committee.
The Hon. W. B. Gray here entered the room and took his seat.
Examination of witness continued.
The Hon. E. Morey here entered the room and took his seat.
Examination of witness continued,
Kynaston L. Murray examined by the Committee.
The Committee adjourned until Tuesday next, at half-past Two o'clock.

TUESDAY, 29TH OCTOBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,

The Hon. Walter S. Manifold,
E. Morey,
E. E. Smith,
J. Sternberg.

Thomas Hale Woodroffe further examined by the Committee.
The Hon. W. B. Gray 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 half-past Two o'clock.

WEDNESDAY, 30TH OCTOBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,

The Hon. E. Morey,
E. E. Smith.

Charles E. Norman further examined by the Committee.
The Hon. E. Morey here entered the room and took his seat.
Examination of witness continued.
William A. Holmes examined by the Committee.
The Committee adjourned.

TUESDAY, 12TH NOVEMBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
W. B. Gray,
E. Morey,

The Hon. E. E. Smith,
Sir A. Snowden,
J. Sternberg.

Frank Robins examined by the Committee.
The Hon. E. Morey here entered the room and took his seat.
Examination of witness continued.
The Hon. W. B. Gray here entered the room and took his seat.
Examination of witness continued.
The Hon. J. Sternberg here entered the room and took his seat.
A letter was read by the Clerk from the New South Wales Railway Commissioners, with reference to the electric tramways in Sydney.
The Chairman submitted the Draft Progress Report.
The Committee deliberated.
The Committee adjourned until Thursday next, at half-past Two o'clock.

THURSDAY, 14TH NOVEMBER, 1901.

Members present :

The Hon. F. BROWN, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
D. Melville,

The Hon. E. Morey,
E. E. Smith,
J. Sternberg.

The Committee amended the Draft Progress Report.

The Hon. D. Melville here entered the room and took the Chair.

The Committee deliberated.

The Committee adjourned until Tuesday next, at half-past Two o'clock.

TUESDAY, 19TH NOVEMBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
S. G. Black,
F. Brown,
W. B. Gray,

The Hon. Walter S. Manifold,
E. Morey,
E. E. Smith,
Sir A. Snowden.

The Committee further amended and adopted the Draft Progress Report.

Ordered—That the Chairman report to the Council.

The Committee adjourned.

MINUTES OF EVIDENCE.

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MINUTES OF EVIDENCE.

TUESDAY, 24TH SEPTEMBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
The Hon. S. G. Black,
The Hon. F. Brown,
The Hon. W. B. Gray,
The Hon. Walter S. Manifold,

The Hon. E. Morey,
The Hon. E. E. Smith,
The Hon. Sir Arthur Snowden,
The Hon. J. Sternberg.

Thomas Hale Woodroffe, examined.

1. *By the Hon. the Chairman.*—We are to commence the business that you gave evidence on before, but on this occasion we do not propose to ask the kind of questions we asked before. We will take that all for granted, and ask you to add anything that you may have omitted, or that, so to speak, brings the matter up to date. The object of the House being to bring the Committee into existence again, in order that the engineers and others giving evidence may add anything that they omitted in order to bring the matter of electric traction up to date. We will commence where we left off. The Committee having recommended a trial on three lines—St. Kilda, Collingwood, and Port Melbourne. I will now ask you, have you considered this proposal at all (the recommendation of the late Committee) during the recess of two years, and what is now your opinion on the matter of converting those three lines on any of the suburban railways by way of experiment into electric traction lines; that is with either the over-head wire, underground conduit, or a third rail, or any other method that may suggest itself to you. The first question is, What do you think generally of the proposal to connect experimentally those three lines?—I would say, in answer to that question, that the matter has formed the subject of consideration ever since the Committee sent in their report, and Mr. Mathieson ordered that the heads of the different branches should meet together, in committee, and bring up an estimate of the proposal for working the St. Kilda line alone, electrically. That was gone into to a certain extent, and during the investigations one of our number, Mr. Norman, went on tour through America and England, and we allowed the thing to remain over until he came back. After that Mr. Mathieson went home, and, together, we have had the benefit of their experience. Recently the matter has been revived, and we have had several meetings, and information has been got together, and estimates prepared for equipping the St. Kilda line electrically, and to find the cost of working that. That information is not quite ready, but we expect it to be ready in about a fortnight's time.

2. Would that be a fair experiment; to take only one line, that is from an economic point of view, to take the St. Kilda line without taking the Port Melbourne line with it, or some other line?—My own opinion is it would not, and, generally, I think the opinion of the committee, of which I am a member, is that the whole of the lines should be treated comprehensively; that it would be somewhat of a mistake to spend money on any experiments.

3. *By the Hon. J. H. Abbott.*—You mean the whole of the suburban lines?—Yes.

4. *By the Hon. the Chairman.*—Why would you cut off one line. Seeing that New South Wales is about to connect 70 miles with their great new power-house, what are you in doubt about when you confine it to one line here?—We do not think that an experiment should be made. We think that the very best system should be discovered and adopted. There has been a large experience of late throughout the world of electrical traction. The best system should be considered, and the suburban lines treated as a whole.

5. *By the Hon. J. H. Abbott.*—You think it has got past the experimental stage?—Yes, and we might waste money by commencing in a small way.

6. *By the Hon. the Chairman.*—Might it not be a failure because it was small. Would you be able to do that with your present electrical power-house or plant?—No, I believe not. I believe it would involve a considerable expenditure of money to fit up that one line.

7. Does it not occur to you that the two lines running almost parallel, and with the extension of the St. Kilda line onwards along the beach, it would be more of a proper experiment to widen out the three lines?—Yes.

8. Would you approve of that?—I think if they did anything, I would recommend the application of the system to the whole of the lines rather than dealing with only a portion.

9. What would your limit be; what would you think a fair test, within what radius round the Melbourne Post-office?—I think it should embrace the whole system.

10. Within 10 miles, what is known as the metropolitan area?—Yes.

11. You say that you will be ready with the estimated cost of the system as a whole in about a fortnight?—No, only the St. Kilda line; that was our direction from Mr. Mathieson, to consider the St. Kilda line.

12. If the Committee were desirous of getting information about the whole radius, what time would it take to get an estimate for a power-house and plant complete to work that system?—I believe it would take the staff two or three months to get at that properly; but no doubt a rough estimate could be made in less time than that.

13. You say the estimate for the St. Kilda line is about ready?—In about a fortnight's time we will be ready with that.

14. Are you able to say what the proposals are; is it by a separate power-house built at St. Kilda; how does the problem stand?—The proposal is to add to the power-house at Spencer-street, provide new vehicles, and work the line as an electrical railway, not with electric locomotives, but with motors under the vehicles, on the third-rail system.

15. You have nothing that you desire to add to your previous evidence?—No, not just now.

16. And you think in about a fortnight you would be prepared with the figures in the new proposal?—Yes.

17. *By the Hon. J. H. Abbott.*—Do I understand you that your committee of the experts of the Department have settled that the information already obtained is sufficient to warrant them on a trial of electric traction in Victoria?—No, not altogether; we think further information necessary as to the exact system to be adopted.

18. What system do you favour?—So far, the third-rail system as against the over-head wire.

19. Are any steps being taken to obtain the further information that you consider necessary?—No.

20. How do you propose to get that information?—From further inquiry.

21. Could this Committee assist you in getting that information?—I have no doubt you could.

22. I am taking it for granted that what you said is correct, namely, that the Department have come to the conclusion that it is time this sort of thing was tried. If we want to keep up with the rest of the world we do not want to lose any time in carrying out the idea?—Yes; but I think first, to expedite things, we certainly want to ascertain the probable increased revenue, if any, and the working expenses.

23. Those are important items?—Those would have to be got at first of all.

24. Probably in arriving at that, you would learn the present stock that would not be needed?—Yes, we would have to take into account the disposition of the present carriages and engines.

25. Would they not be useful on the up-country lines?—Yes, they would.

26. I should imagine they could be all used?—It is a question whether it would be possible to convert the engines into engines suitable for country lines. According to the system you adopt, some of the carriages could be worked in for the electrical system.

27. Would it cost much to alter the carriages; would there be great alterations required?—It probably would not be necessary to alter some of the bogie stock in order to use them as part of the electric railway.

28. Supposing even now that there is a loss in omitting to use the present stock, do you not think it is time we did something in coming up to date with electric traction; you are aware it is fairly payable where it has been tried?—So it is said. Of course, exact figures as to operating are not available, and where they are they refer to all new equipment. All those things have to be taken into account in determining whether it would be profitable and advisable to adopt a large scheme, and the expenditure of the large sum of money that would be necessary in dealing with our suburban lines.

29. Supposing the expenditure is large, is there any advantage in waiting; you are continually increasing the size of your engines and carriages; when would be a better time to bring off a trial of the system than now?—If the system is likely to be a profitable one, the sooner the better.

30. There will always be a loss. Is it likely there is a better time coming than the present to make the experiment?—Not as far as the stock is concerned, because there is no doubt that owing to the increase in our suburban traffic, and probable increase, we shall have to increase the present stock of vehicles, both engines and carriages.

31. In lieu of that, would it not be better to make a commencement of the new style?—If it is shown to be better and more profitable than the steam traction.

32. I understood you to say it was proved that it was, but the trouble was the present stock would have to be thrown out of use?—Those figures have to be got out; we shall have the figures out in a few days.

33. *By the Hon. E. Morey.*—Have you been to Sydney since they have been using the electric trams there?—Yes.

34. Have you any idea of the cost of them as against the working of other railways in the streets?—Their figures are published in their annual report, the cost of the scheme, the operating expenses, and the revenue. I have not seen anywhere the mileage given, and, without that, it is rather difficult to compare them. The cost seems to be high, so far. Last year I think the expenses were 75 per cent. of the receipts, and that was, of course, with a very heavy traffic. The Duke of York's visit, and the Commonwealth celebrations were both in that year; and it must be remembered that everything is new. That was on the George-street tramways that the expenses were 75 per cent. of the receipts.

35. They worked very well in George-street?—Yes, they are an immense convenience.

36. I should think it must be convenient or they would not have put up the plant they have?—Yes.

37. *By the Hon. J. H. Abbott.*—What is the cost of working on our lines?—About 60 per cent.

38. *By the Hon. E. Morey.*—They lessen the cost when they get a fair plant and get everything working?—I do not know. The chances are the working expenses would increase rather than diminish. Then I think they work longer hours than we do. I saw where the men were agitating for eight hours, but I do not know what hours they do work.

39. You do not know the wear and tear on their rolling-stock, and the difference on ours?—No.

40. They are certainly much cleaner?—Yes, there is an absence of smoke and dirt.

41. How many carriages could you be safe in dragging by electricity with a motor?—I think all the bogie stock could be worked in if we adopted the same system as now with the cross-compartment carriages. We have about 280 of them on the suburban, and about 220 to 250 of the short fixed wheel-base carriages.

42. *By the Hon. W. S. Manifold.*—I understand there has been a committee of experts discussing this question?—Yes.

43. I presume, in speaking of the extension of the electrical system to our suburban lines, that means to apply to the passenger traffic; you would have still to run the steam system to Port Melbourne and Williamstown for the goods traffic?—Yes.

44. The two systems would go together?—Yes.

45. *By the Hon. S. G. Black.*—How would it affect the new Flinders-street station. Would the proposed accommodation be provided for, or would it upset the arrangements there?—It would not affect that at all.

46. *By the Hon. the Chairman.*—What will your principal difficulty be on the St. Kilda line. Has anything occurred to you that you can point out to us as a difficulty in the line you propose to bring forward?—In that line as against any other?

47. No; you are practically fenced in with streets. What is your principal difficulty you see in the way of St. Kilda?—I do not see there any difficulties. It was thought, in connexion with one level crossing on that line, that it would be necessary to raise the crossing.

48. Is that not the line that Mr. Bent is proposing to connect with?—I believe there is a proposition.

49. Would it be practicable to junction there and carry it on to where those people desire the electric line?—I do not know the route of Mr. Bent's line, and I could not say.

50. *By the Hon. S. G. Black.*—Would the third rail system affect the telegraphs and telephones in the neighbourhood?—As far as my knowledge goes it would not.

51. *By the Hon. the Chairman.*—Do you think the third rail is cheaper for you than the overhead?—I believe it would be more costly than the other.

52. Do you know the new railway from Paris to Versailles?—No.

53. Will you look over it; it is on the third rail system, and there are six stations, and the results are given?—I will do so.

The witness withdrew.

Charles E. Norman, examined.

54. *By the Hon. the Chairman.*—What are you?—Engineer for Existing Lines, Victorian Railways.

55. There was a committee sitting on this subject, and after hearing the engineers and outside experts, including some from New South Wales, we recommended the House to adopt a report which set forth that it would be some advantage to have electric traction in the case of the St. Kilda, the Collingwood, and the Port Melbourne lines. That report was under the consideration of the House, and the subject was postponed for two years. The Committee has been re-appointed, and we now ask you, you having travelled and observed, do you think those three lines would represent a fair experiment, or can we do better by adding to those or diminishing the number of them?—I agree with Mr. Woodroffe's evidence, that there is no necessity for us to make an experiment in electric traction. If we found, on investigation, that it would pay to adopt it, we should adopt it for the whole of the suburban lines.

56. That is within what is known as the metropolitan area, not beyond 10 miles from the General Post-office?—We might, in one or two instances, go beyond the 10 miles, for suburban trains are run to Mordialloc, for instance, which is 16 miles.

57. Had you a special command from the Commissioner to bring up a report on electric traction on any particular line, or a report on the subject generally?—The instruction of the late Commissioner, Mr. Mathieson, was we were to investigate the question of equipping the St. Kilda line electrically.

58. You are now engaged on that investigation?—Yes; we have still some information to get to make our particulars complete for that line.

59. Were you able, on your journey, to determine anything in respect to the advantage of the change, financially?—No; I found it very difficult (and I made inquiries in several places) to get exact figures. In fact, I was refused exact figures in regard to the financial results. The only thing we could do would be to make estimates, as other people are rather jealous of their results, and they do not care about saying what the actual results are.

60. *By the Hon. J. H. Abbott.*—That may be on account of their being private companies?—Yes.

61. *By the Hon. the Chairman.*—What is the result of your observations; does it mean that at present you think it would be more economical to work now with overhead wires or the third rail?—I found that nearly all the electric railways, as distinct from tramways, were worked on the third rail system, but I have heard recently that there is a proposal to revert to the overhead trolley system in connexion with the underground railway in London. All the electric railways I saw in America, on the Continent, and in England, were on the third rail system.

62. Did you find any great diversity in the fares charged in America?—In America the electric railways charged a uniform fare of 5 cents for any distance.

63. For any suburban distance?—Any distance the electric railway runs. I may say there are several suburban electric railways running in America. When I was there the longest one covered a distance of about 11 miles in one journey, and they would take you that distance for 5 cents, or they would charge you 5 cents for half-a-mile. In the electric system about London they have uniform fares also, usually 2d. for the journey, but those journeys do not extend more than 2 or 3 miles usually.

64. Are you acquainted with the Sydney new proposal, and with the present?—I have travelled over their electric street tramways.

65. Have you seen the new power-house in Sydney?—I have not been through it.

66. Have you seen how that is being constructed; there is one in operation, the one they extended, and one being constructed?—I have not been through either of them. I was through a number of power-houses in other countries, very much larger, I think, than the Sydney one.

67. Is it your opinion that steam could be used in the creation or generation of electricity cheaper than by direct action?—I am not prepared to say. I would have to go into the matter to make a definite statement as to that, because that is the crux of the whole thing.

68. Do you know what is happening in Newcastle-on-Tyne and other places where steam has to be used to generate for the power of the factories. Lord Kelvin opened one of the large power-houses the other day. Would there be anything special in that case to warrant that?—I do not know what is being done in Newcastle, but I found in America, in going through factories and other places, that electric power is being used; they have separate electrical motors used for separate machines, and the belts are dispensed with.

69. Would that not indicate there is a recognition now that steam is a secondary thing?—It may be for factories, but not necessarily for locomotion.

70. It began with locomotion?—I do not know as to that, but the power of a factory is quite different from a locomotive; in the factory you have to convey the power.

71. Are you acquainted with the railway running from Paris to Versailles?—No, I did not see it, but I saw them in America and England. About London they work with electric locomotives.

72. Do they take power from the third rail or direct?—The third rail. In America the only electric locomotive I saw was at Baltimore. The most powerful one I saw gets the power from the overhead trolley.

73. A section of the Railway Committee was in Sydney recently, and they took the power of the new engines. The new house to work 70 miles of line, working up to 16,800 horse-power, cost £120,000. Would you mind investigating that, and when you come again I will ask you about it?—You want to investigate what it would cost to establish a power-house to work our suburban lines?

74. Yes. It is a large business where they work up to 16,000 horse-power. We might want to ask you what the cost of a power-house to work our suburban lines would be?—Yes. Of course our suburban system, it must be understood, is quite different from the Sydney street system; ours is a system of street railways and theirs of street tramways. If you want it as a railway you would make it to stop at stations and take up and set down passengers; you would have trains, you would not run single cars. The electric railways about Chicago and Paris and London do not run single cars, but two, three or four cars together, and they have stations and stopping places.

75. You have discovered that there are such things as electric railways. When Professor Kernot was here our engineers had not known of any cases of real electric railways. You have caught them, anyhow?—The only real electric railways I saw were the elevated railways of Chicago and New York, and the underground railways of London. They were the principal electric railways I saw. I did not see anywhere an electric railway system that would compare with our suburban system. I do not think there is one established yet where electricity has superseded steam for a railway working on its own surface. I think if we were to start to transform our system into the electric, we should be the pioneers of that system.

76. *By the Hon. J. H. Abbott.*—Have you anything to state that would be of service to this Committee. It is difficult for us, as laymen, to question a witness on things which he perhaps could state that would be of service to us in getting out a report. I think the Committee would be glad to hear any statement you could make?—I do not know that I have anything further to state until we get out the estimate asked for by the Chairman.

77. *By the Hon. W. S. Manifold.*—Apart from cleanliness, where is it anticipated that economy would come in from the use of electric traction instead of steam?—Unless there is some economy in using the electric traction direct as against steam, I do not know that there is any. The advantages seem to be the more pleasant travelling, which would induce more traffic.

78. You spoke of seeing a railway 11 miles in length. Do you remember where the power-house was; was it in the centre of that distance, or altogether at one end?—Not quite in the centre, but about one-third of the way along the line.

79. The current was not transmitted the full 11 miles?—No; the power-house was towards the centre.

80. In the power-houses you had an opportunity of visiting, what voltage did they work at?—I could not tell without turning up my notes. They have very large power-houses, up to 7,000 horse-power; single engines, I mean.

81. I wanted to know at what voltage the power was carried?—I could not tell; I am not an electrical expert in any way.

82. *By the Hon. J. Sternberg.*—Are you in favour of electricity as a motive power?—I am not prepared to say without investigation. The Chairman has asked for a return, and when we have made investigations we shall be prepared to say.

83. *By the Hon. S. G. Black.*—Is the proposed advantage in the convenience to the public; would they be likely to run more frequent trains or longer trains?—They run at intervals of from two minutes up to six minutes in the ordinary hours of the day where I have seen. There is no reason why the trains on a railway need run more frequently by electricity than by steam. You could run them by steam at the same intervals, provided that the traffic justified it.

84. There would be less economy in running a train of two or three cars than the other?—Yes; the fewer the cars the greater the cost in proportion.

85. *By the Hon. J. Stenberg.*—Is there any reason why the present suburban lines could not be used for electric traction?—No; the rails would require to be bonded in some way, but they would require very little more than that to carry the electric power.

86. *By the Hon. W. B. Gray.*—In your travels have you formed any opinion with regard to electricity at all as a motive power for traction?—I think it is a splendid thing when you have railways running through the streets, as in America, where they have the elevated or underground as in London and Paris; but unless there is a distinct gain to be made in reduction of the working expenses or increased traffic, I do not think the advantage of having trains a very slight degree cleaner is sufficient to justify a large expense in making an alteration to electric traction on our lines. There must be some distinct pecuniary gain to justify it. None of the large London companies which have large suburban systems have altered to electric working yet or proposed to do so. None of the large American companies that have suburban railways have altered to electric. It is only the railways in streets, or underground, that are being made electric; that is my experience. The overhead railways run overhead through the streets.

87. Take the St. Kilda line, how many locomotives do they employ in the 24 hours?—I do not know how many they have.

88. Would it not be well for us to know that?—Mr. Woodroffe could give it.

89. *By the Hon. W. S. Manifold.*—I presume from the time they begin in the morning till they knock off at night the consumption of power is going on the whole time?—Yes.

90. Just as our locomotives have to keep up steam, the power-house has to keep up the power?—Yes. They work more engines at the busiest times than at the slack.

91. Still there is always a lot of power running to waste?—Yes.

92. *By the Hon. W. B. Gray.*—Have you ever thought out what power it would take to work, say, the St. Kilda line from a power-house placed in any central position on that line?—We have not that information yet.

93. If there were a central station erected, do you not think it would be cheaper than the number of locomotives that you employ on the St. Kilda or any other line. Seeing we have it fenced in they could run a less number of carriages. Do you not think it would be a cheaper method of doing than the present system of employing so many locomotives?—I am not prepared to answer that; it requires more investigation before I could answer that.

94. *By the Hon. the Chairman.*—In the matter of waste, is not one of the points that there is a great saving. With all the engines when firing they waste the stuff. At some stations they are waiting some twenty minutes and sometimes an hour. They waste a little from twelve at night up to five in the morning. Is not that one of the points put by the company that there is a tremendous saving in coal and labour?—I do not know; engines do not steam when standing.

95. *By the Hon. J. H. Abbott.*—Coal burns though?—Yes, to a certain extent.

96. *By the Hon. the Chairman.*—What is all the roar, knocking the steam off at stations on the suburban lines; is that not waste?—If you have too much steam, engines may blow off steam when the fire is not burning very strongly.

97. I see by the last report you gave 750 engines with their equipment on the suburban system; have they not increased during the last two years?—We have only something like 500 engines on the Victorian railways altogether.

98. Some one gave 750 engines on the suburban lines?—That is a mistake. I think 520 or 530 is the whole on the railway system.

99. What is the number on the suburban railways?—Mr. Woodroffe can give that.

Mr. Woodroffe.—There are 62.

100. *By the Hon. S. G. Black [to the witness].*—If the electric system were adopted, the present engines would be useless for any traffic on the suburban lines, would they not?—That is more a question for Mr. Woodroffe. I think he said they might be adopted for country traffic.

101. *By the Hon. the Chairman.*—You will be ready with your joint report in about a fortnight?—That is as far as the St. Kilda line is concerned. An estimate for a complete power-house and the working of the whole suburban lines cannot be got ready in a fortnight.

102. The Committee would like the information to be complete for the House. They would like an approximate estimate of the cost of the power-house and plant (especially as you and Mr. Woodroffe seem to think the system would be a success) for the metropolitan system?—I may say there are a good many questions involved. For instance, if we were to alter the system throughout the suburban lines and run very much more frequent trains, we should have to make radical changes in the lines themselves. We would have to do away with a great many level crossings. If you run trains at five-minute intervals that blocks the traffic, and the case would be so serious that the level crossings would have to be done away with. All these points would have to be looked into, and that involves getting out very extensive estimates; so it is a question not of weeks, but of months, before the information could be ready.

103. *By the Hon. S. G. Black.*—Would you work the signal-boxes the same as at present?—Yes; the trains would have to be protected, and the lines would have to be worked on some safe block system.

104. You do not presume there would be a reduction of the hands working, apart from the trains?—It depends how the trains were worked.

105. You have three on the trains now; but leaving them out, taking the stationary hands?—By electric traction it would be the same as the steam if the porters were kept at the stations, and if they were made conductors and put on the trains, I do not think it would make a reduction in the number of hands. I may say there are only the two systems being considered, the third rail and the overhead trolley. There is no necessity to consider the underground conduit; on the face of it, it is very expensive.

106. Is it a continuous current or an alternating current?—That has to be considered.

107. *By the Hon. the Chairman.*—Have you anything further to add?—No, I think not.

The witness withdrew.

Francis Rennick, further examined.

108. *By the Hon. the Chairman.*—You gave evidence very fully on all matters connected with this subject, and I have no doubt you have been studying it for the last two years. The House has asked us to bring the evidence up to date, and we would like to ask you have you anything to alter in your former evidence, or anything to add corroborative of what you gave us, and, thirdly, we would like to ask you, do you agree with our report that recommends the House to experimentally try one of three lines, St. Kilda, Port Melbourne, or Collingwood, now for electric traction?—I have continued my study of the subject of electric traction within the limits of a very busy time, and my opinion now is rather more favorable towards it than it was two or three years ago. As regards the desirability of making experiments on any line, or any limited number of lines on the suburban system, I think it is not at all necessary. All experiments necessary have been made elsewhere at great cost, and we have definite results to guide us. As regards electric traction as applied to street tramways, we have ten years' experience in other places, and, nearer home, we have the experience of Sydney. As regards applying the system to our suburban traffic, it has been done and is being done rather extensively elsewhere, and we have those examples to guide us. I do not think we should adopt it here hastily, and certainly I consider that twelve months might be applied to thorough investigation and inquiry on the subject before we attempt anything here. It seems to me that our position now is, if it is desirable to adopt it on our suburban system, to ascertain the best system and to adopt it, and it would take fully twelve months to ascertain the best system. That might possibly require the travelling by some officer to obtain the information at sight, and to observe the systems that have been changed

from steam to electric traction in both America and Europe. At any rate we should get the very latest and most authentic information on those subjects. One of the great benefits of substituting electric for steam traction on our railways would be the comfort it would afford the passengers. There is the nuisance of heat, smoke, grit, and soot, and also the liability to fires from our locomotives. All those, of course, would be avoided by the change. Another advantage would be that, without largely increasing the working expenses of conducting the traffic, we could split up our trains into a larger number, reducing the size, which would be a very great advantage. That would give the travelling public better facilities for travelling, and should induce increased traffic both from the comfort and from the greater conveniences of more trains, or a larger service. Another advantage would be that we might increase the speed, the average speed of transit. The average now on our suburban systems is about 15 miles an hour, including the time at stations, or four minutes to the mile. I think with electric traction we might increase the average speed to 20 miles an hour, if not more, or three minutes to the mile. Everybody, of course, prefers to travel as quickly as possible, and to save time in that way. That would be another advantage in introducing it. The next question is, what would be the probable cost of getting those advantages. I put together some figures very hastily, because to estimate the cost with any degree of accuracy would require a long and laborious investigation, and with information from reliable sources, which we have not got at present. I am not a member of the committee appointed by the Commissioner to investigate the question, not being one of his officers, being at the head of another branch altogether; but I have given the matter as much consideration as my time would permit of, and the figures that I have hastily put together, I will give you now, with your permission. I may say, to start with, the cost of the installation would be very large. There would be over 100 miles of double line to convert within the suburban radius. That is allowing some of the lines up to 20 miles, and many of the trains run above that (I provide for all the suburban systems). Between single and double lines there would be 100 miles of double track to convert. We deal now with about 50,000,000 suburban passengers per annum, and the income is about £500,000 a year, or about 2½d. per passenger. The benefits of electric traction, in my opinion, might be fairly taken to encourage a development in this traffic, an immediate development of 25 per cent. Wherever electric traction has been substituted for steam, there has been a remarkable increase in traffic immediately through the great comfort and high speed of the electric traction.

109. And the lower fare?—That is another matter. Then we should, in providing for the system, count on a natural increase for a certain time, and make our power-house and other things equal to that increased traffic. I should look to a ten-years' increase, as a reasonable thing, to provide for, and besides the 25 per cent. of increase from the introduction of the system we might count on another 25 per cent. increase, and in that case we should provide for a passenger traffic of 75,000,000 per annum during the next ten years, and also, of course, any system that we adopt must provide for the maximum daily traffic in any hour during the day. The cost of power-stations is very large. As a rule, everywhere in the world, the locomotive engine is the cheapest possible form of providing steam-power, and that may be shown in this way; we can build a locomotive here that will develop a maximum of 1,000 horse-power for less than £5,000, or not more than £5,000. This is at the rate of £5 per horse-power, and that also includes a tender for carrying the coal and water. The lowest cost of providing a horse-power in a large power-station and converting that into electric energy, including the dynamos and all the etceteras required, may be taken at £20 per horse-power, as against the cost of a locomotive pure and simple at £5 per horse-power. Therefore, the cost of providing a power-station will be a very large item in the conversion of steam to electric traction.

110. *By the Hon. W. B. Gray*—As I understand, the difference in providing that electric traction would be as 20 is to 5?—Yes, the £20 for the establishing the power-house includes, of course, the engines and dynamos, and all the cost of the apparatus, the cost of providing coaling appliances, water for the engines, water for condensation, and all the other items.

111. *By the Hon. the Chairman*.—I see you are working from a paper; have you the details, because Sydney gave them the other day?—I have looked at the statistics of a large number of installations, and I came to the conclusion that £20 is a moderate cost.

112. You do not put it as Mr. Gray puts it, that it costs four times the amount at the power-house that that it does by locomotive?—Yes, that is what I say.

113. You estimate the mileage at 100 miles?—I say there would be 100 miles of double track to convert.

114. I see in Sydney they are to work equal to 70 miles, and they gave an estimate of the cost of their power-house and plant at £120,000. That was given to us the other day. Theirs is 70 miles, and yours, say, 100 miles; if you give it *in globo* we have a comparison?—Their 70 miles must be street track, a single line; they have not 70 miles of double track in Sydney.

115. Yours is 100 miles; double that is 200 miles?—Yes. The track on their system is for a slow-speed system of street traffic, our system must provide for a high-speed system of railway traffic up to 40 miles an hour.

116. There is no speed on your railways faster than it is down George-street, running round to Circular Quay?—I have not ridden on them, though I saw them before they were finished, but I am satisfied their speed is not more than 15 miles an hour, not half of ours. I will come to the cost of the power-house presently. For conducting the present suburban traffic we have 62 locomotives engaged daily, and the maximum power of those locomotives on an average is 500 horse-power. My opinion is, the average power that they develop during the time they are running on the railway is about half of that, or about 250 horse-power; or, for the 62 locomotives, their maximum power may be taken at 31,000 horse-power; and the average, working daily at half that, would be 15,500 horse-power. The number of cars in use with a capacity of from 40 to 70 passenger space, is about 500 passenger cars, their average capacity being about 50.

117. That is including first and second class?—Yes; 500 cars of varying capacity are equal to about 400 of the cars of the maximum capacity, that is providing for 70 passengers, so I take the large-sized cars as the equivalent of the cars that would be provided for electric traction, and the number would be 400. As the average power consumed in the present working is about 15,500, say 16,000, that would give an average horse-power for a large car of about 40. The power required in the power-house for that number of cars, or for the 16,000 horse-power developed on the railway on the line-working, would be a

very large amount, when you add all the losses of converting steam into electricity in the power-house, and loss in transmission of that through conductors to cars. Then, providing for a maximum for the busy hours of the day, and also for the spare power required in the case of break-down of an engine in the power-house, in addition to that 16,000 horse-power, it would amount in the power-house to something like this: In the first place, for every 40 horse-power average used on a car on the line, you would have to add 60 per cent., or 24 horse-power for the maximum hourly working, that is, during the rushes of travel in the morning and evening, that would convert the 40 into 64. Then, for the loss in transmission in your conductors, the usual percentage is 25 per cent.

118. *By the Hon. W. B. Gray.*—Of what amount of electricity?—Of whatever maximum horse-power you require at your car.

119. *By the Hon. W. S. Manifold.*—Is that 25 per cent. loss in converting into electric-power?—No, in transmission in your lines of conductors. I am basing these figures on Mr. Parshall's investigation in connexion with the Glasgow tramways. He is a very high electric expert, who is converting the Glasgow tramways from horse into electricity, and I am quoting his figures.

120. *By the Hon. the Chairman.*—Is it not reduced to a known unit?—Different authorities allow different percentages. I am quoting an efficient authority and a safe one.

121. And his limit is what?—Twenty-five per cent.

122. Twenty per cent. is perhaps too little?—I anticipate a large power house in Melbourne. The bulk of the traffic would be within 20 miles, but some of the current would have to be transmitted at least 20 miles away.

123. Would not 10 per cent apply if you were to reduce your limit to 10 miles on either side?—I do not think so, because I take the same percentage as Mr. Parshall does for the limited area of Glasgow, 5 or 6 miles from his power-house. The figures may be disputed, and you may get others that may reduce them.

124. I am glad you are calling attention to it?—This is as far as my reading and study has led me. Then the 64 horse-power for a car during the busiest hours of the day, with one-fourth added, becomes 80 horse-power. That is 80 horse-power energy has to be generated in the power-house to provide an average consumption of 40 in the car, or 64 maximum on the car. Then the power to generate that 80 horse-power of electric energy in the power-house, taking the efficiency of the steam conversion to electricity as 85 per cent., means that in the steam-engine you have to provide for 94 horse-power for every car on your line. That is also Mr. Parshall's figure. This 94 horse-power that you must provide for, when you add to that the reserve power you should have in the case of break-down, that is, another 25 per cent., becomes 94 and 24 practically, or 118 horse-power. I call that in round numbers 120 horse-power against the average consumption of each car on the line, 40, or the maximum hourly consumption, 64, so you see how the figures mount up in going from the track to the power-house. In the power-house this has all to be provided for. You have to provide the power-house and boiler and everything in proportion. Under present conditions of traffic we would require 400 large cars, and taking those at 120 horse-power each, your provision in the power-house comes to 48,000 horse-power to conduct the traffic, that we do at present, with 400 large cars instead of 500 odd miscellaneous sizes. The maximum power, as I have shown before, in the locomotives is 31,000. If my figures are sound, and I think they are, it seems that you require a larger power in your power-house than you do in the steam locomotives for conducting the same traffic. Of course, the average steam consumption throughout the time of working would not be anything like this, but it would be about half this. Then the difference is just this as regards the coal consumption, a locomotive will work up to its horse-power, with between 4 and 5 lbs. of coal, for every efficient locomotive. The fixed engines you establish in your power-house will provide a horse-power with 2 lbs. of coal, if of the best and most economical character, working with condensers; so you have a great advantage in producing power in the power-house, and a very large reduction in the coal bill, even taking it that you require to produce more power in the power-house than the locomotives are consuming in conducting the traffic.

125. *By the Hon. W. S. Manifold.*—In all the allowances you have spoken of adding to the power required in the power-house, you have got for transmission the loss of converting steam into electric power; will not the loss for reconversion come in and be somewhere equal to the loss in the dynamo?—That is allowed for in the first 25 per cent. Of course, in this calculation I assume that, in the substituted system, the electric motors would weigh just as much as the steam locomotives. No matter how they are applied to the cars or trains, whether by means of a separate electric locomotive, or their application in the shape of separate motors in the train, there could be very little difference between the two. If we establish the electric system, as I said before, I think it would be advisable to increase the speed by one-third, and this would have to be provided for in the power-house too: so, for this reason, the 48,000 horse-power would become, with 16,000 horse-power added for increased speed and development during ten years, 64,000 horse-power, and it would not be worth while to provide for less than that for the converted system. Under this provision, the 400 large cars would make one-third more mileage in the year or in the day, and the train men working the trains would also make this additional mileage. That would be a decided advantage in favour of increasing the speed. Under the electric system this greater speed can be got, I think, because one of the features of electric traction is the very quick acceleration of speed in the trains. When you start and want to get up speed, it has been shown that with an electric train you can raise the speed from nothing to 30 miles an hour in ten seconds; with locomotives it means from 30 to 60 seconds. You get up your acceleration so much quicker and then you travel at the same speed uniformly until you put the brake on to stop at the next station, and so you save time and do your journey so much quicker. In considering whether the present cars, or, we will say our large cars, could be converted into electric cars, it strikes me it would be found necessary to provide an entirely new equipment altogether. That would require the cars and locomotives that were superseded being used for country and excursion traffic, and to be held in reserve to meet the ordinary growth of country traffic, so, in my estimate, I have provided for new stock altogether. The trains I contemplate would consist of four large cars. The average now on the suburban system would be about eight large cars, so I would split up the trains into twice the number of half the size. I not think there would be any difficulty in running those on the present lines, even taking into account the numerous level crossings. If you take as an illustration, the present running on the Camberwell line, with a train going and returning, the engine has to shunt at Camberwell, so the crossing is blocked for a long period, and there are other instances of the same thing. With the electric traction

this would not happen, because you would have every car a motor or the end ones, say, and the intermediate ones would be trailers. Thus, there would not be any shunting, and I do not think the difficulty of increasing the number of trains would be felt seriously at any level crossings, so it would not involve the complete altering and reconstruction of the lines in so many places as Mr. Norman suggested. I do not think there would be any difficulty in increasing the number of trains.

126. *By the Hon. E. E. Smith.*—Is it true that in shunting with electric motors and locomotives there is 40 per cent. difference in loss of time, that the electric motor saves that amount?—I do not know at all. I have no experience; I have not seen it stated anywhere.

127. *By the Hon. the Chairman.*—If there is no shunting it is obvious it is a saving?—Yes, I consider that the old stock would be gradually absorbed for country and excursion traffic, both the engines and the cars.

128. Would there not be required during the next three or four years such a replenishing of the carriages and engines, if you continued your present system, that it would be nearly equal to the cost of the new system?—That would depend on the growth of the traffic; but it has not grown much during the last ten years. It might take a spurt and you might require, under the present system, to add largely both to the carriages and the engines to meet it. The money pans out like this (this, of course, is a very rough estimate, as to give anything like an approximate estimate would require very long time for investigation and inquiry)—for power-station and all accessories included, 64,000 horse-power, at £20, £1,280,000. Sub-stations also would probably be required.

129. You are including all plant of every sort in this reconversion?—That is the total for the power-house, and the boilers and engines, and dynamos, and all the etceteras required for converting steam into electricity, everything in the power-house, including the coaling appliances and water appliances, and everything. Probably, under any system that would be adopted, some sub-stations would be required, and I put down £200,000 for that. We will say that for the long-distance suburban trains you would require a sub-station at 10 miles from the terminal power-station; that is where you would have electric storage-batteries to save loss in the transmission of electricity. If we had 400 new cars to provide, I assume that they would all be motor-cars on what they call the multiple unit system, that is, a car for carrying passengers and the power of locomotion in itself, so one car would be run by itself, or you could couple any number together and run them as a train. Each car would be self-contained and be its own locomotive as well. You would have 400 cars of 70 passenger capacity each, and I have taken them at £1,600 each. Since adopting that figure I have been told by an expert that it is much too low, and that they would cost £3,000 each, but I think my figure is not much too low.

130. *By the Hon. W. S. Manifold.*—What is the cost of the present railway car?—About £1,000, those used on the suburban service, carrying 70 passengers. I put down the 400 cars at £1,600 each, making that item £640,000. Then provision would have to be made for motor car-sheds and tools, in addition to the ordinary carriage-sheds. Sheds would have to be provided, or the carriage-sheds would have to be provided with pits, so that you could get underneath the cars to examine and oil them and effect small repairs, and it would require some tools. I have put down for that only £50,000, because in the reconstruction of the Flinders-street station provision is to be made for the housing of the rolling-stock, and whether ordinary cars or electric, that will apply. I have only put down £50,000 for those sheds for dealing with the motor-cars. The line equipment for 100 miles of double track, including conductor cables, (the conductors may be either overhead copper conductors or a third rail of steel), is all provided for in this estimate. You have the choice of a number of systems, so I have not provided for any particular one, but I think the figures will cover any of the systems that you might select. I put down 100 miles of double line at £4,000 a mile, that is £400,000. The total of my figures comes to £2,570,000. For contingencies and engineering you would have to provide something like 15 per cent., and that, amounting to £385,500, brings the gross total to £2,955,500. As a set-off to that large estimate would be the value of the 62 engines and the 500 odd cars that would be superseded by the electric rolling-stock. Taking the value of the engines, 62, at £2,500 each (of course they are only second-hand), it comes to £155,000, and the 400 cars, or the 400 equivalent of the 500 might be taken at £800 each, or £320,000, making a total deduction of £475,000, and leaving the net cost, allowing for the superseded stock, £2,480,500.

131. *By the Hon. the Chairman.*—For the complete conversion?—Yes.

132. That would be only at the rate at which our capital has increased, from £33,000,000 to £40,000,000, in ten years?—That increase would be going on all the same.

133. But it would be reduced by this conversion. In what time do you contemplate this being accomplished?—I would contemplate an investigation extending over twelve months, and the conversion would take seven or eight years after that.

134. And this amount of money would be spread over what period?—Seven or eight years. The interest on two and a half millions at $3\frac{1}{2}$ per cent. is £87,500. My opinion is that it is a doubtful point if, by the substitution of electric traction for steam traction on our railways, any saving could be effected in the working expenses. My opinion is that with a split-up system it would cost quite as much to work the traffic as under the steam traction. To what then should we look for payment of interest on this large capital outlay. We should expect a large increase of traffic from the more comfortable and quicker doubled-train service. This has always attended the substitution of the electric for steam service, a very large immediate increase in the traffic. The suburban passenger service at present is 50,000,000 passengers per annum, on which we might expect an immediate increase of 25 per cent., or 12,500,000, which, at 2d. each, would be £104,000 per annum. The average per passenger now is about $2\frac{1}{2}$ d., but I have taken this at 2d. Taking 50 per cent. for working expenses, the net would be £52,000 against £87,500 interest. We should have to wait for natural increase in time to make up the balance. These figures are very rough, as it would take a very long time to get out anything like an approximate estimate for such a large scheme as this.

The witness withdrew.

Adjourned to to-morrow, at Three o'clock.

WEDNESDAY, 25TH SEPTEMBER, 1901.

Members present:

Hon. D. MELVILLE in the Chair;

Hon. J. H. Abbott,
Hon. S. G. Black,
Hon. F. Brown,
Hon. E. E. Smith,

Hon. J. Sternberg,
Hon. Sir Arthur Snowden,
Hon. Walter S. Manifold.

Robert G. Kent, examined.

135. *By the Hon. the Chairman.*—I see you gave evidence before in December, 1898?—Yes; very shortly.

136. We are now bringing the matter of elective traction up-to-date by order of the House, and it involves the question of the financial state of the railways, particularly that part known as the suburban radius. We will be glad if you will make a statement as to what we may set down in the capital account, that is whether you can divide it into south and north suburban, and their individual miles of the metropolitan area, that is within ten miles of the city?—I think I explained before, that we treat the lines, in giving our revenue and expenditure, as a whole. We used to keep them in separate systems. Since 1893 we have discontinued that, and we now give the returns to Parliament for all lines.

137. Do you mean to say you have jumbled them into one mass?—Yes; as far as the revenue and expenditure is concerned; that we show yearly.

138. On whose order was that?—The order of the then Commissioners. They thought it was a great expense to divide into systems. Before that, first of all, we had the Hobson's Bay Railway Company's lines. We purchased from the Hobson's Bay Railway Company, and we kept that one by itself, but gave the northern, north-eastern, western, and eastern separately.

139. Then we never have had a suburban system proper since the Hobson's Bay purchase?—We have had the revenue and expenditure for the Hobson's Bay in bulk, that is, Melbourne to St. Kilda, Melbourne to Port Melbourne, Melbourne to Hawthorn, and Melbourne to Brighton. We kept that as one system.

140. Did it never occur to you that it would be exceedingly likely that Parliament would want a separation of the great country system from the suburban, and returns as to how they were doing?—We can always get at that, as a matter of fact. You have asked for twelve month's return in regard to the financial part of the Hobson's Bay, and I was going to ask if you would make it from 1st July to 30th June. It will all come into the same. If we had that period we could give a return for each station.

141. That is, you can give Port Melbourne separate from St. Kilda?—Yes.

142. And Williamstown separate from Collingwood?—Collingwood is not open yet.

143. *By the Hon. J. H. Abbott.*—The passenger separate from the goods?—If you ask it. I think you have only asked for the passenger traffic.

144. *By the Hon. the Chairman.*—You know the Committee recommended to confine the experiment to three lines, Port Melbourne, St. Kilda, and Collingwood, as an experiment?—Yes.

145. That was their report; they may modify that. In the meantime can you give any information, as promised. You were asked in your previous examination—"What is the gross amount of capital involved in what is known as the suburban radius," and you say—"I do not know if we have kept the returns lately." "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?" and your reply is, "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." That question is unanswered. We want to know the increase for capital in rolling-stock, and what is the loss or profit in the aggregate on the suburban system, and profit or loss on particular lines?—You mean, say, on the St. Kilda line?

146. Yes, those lines we have recommended?—That would take some time to prepare. We do not give that in the annual report.

147. Are you ready with that?—We are preparing that return, and we will have it ready in a day or two. I have the revenue. I have put this for the year ending 30th June, 1901: Passenger traffic, Melbourne and St. Kilda, and Melbourne and Port Melbourne lines. Those are the two principal ones. I have that up to a certain point, but it does not show anything of much value to you now. I was going to say, in regard to the capital, you want the capital cost separate. I think the Hon. Mr. Smith takes an interest in that. We purchased the Hobson's Bay Railway in bulk from the company—that is, we gave them a certain price for the whole length of the lines, and they went into our books, not separate, as "Melbourne to St. Kilda," and so on, but all as "Hobson's Bay Railways."

148. *By the Hon. J. H. Abbott.*—The rolling stock was included?—Yes, but it was in a very bad condition. We have never kept up the Melbourne to St. Kilda, and the Melbourne to Windsor, and the Melbourne to Hawthorn, separate.

149. *By the Hon. the Chairman.*—If you have bought it as a system, and kept it as a system, you have it in bulk?—Yes. We have the capital cost of those lines, which I can give you next week, or perhaps on Friday.

150. Have you not got it to the debit of your account as it alters; it is in the original amount?—The capital cost means that we gave £1,300,000 for the lines. That stands to that account; anything further we spent on construction and charged to loan money, we debit in the ledger.

151. Will you give us last year, or the year before last, or any year you have got it?—As a whole, I can; we cannot differentiate those lines.

152. Do you close that account every year?—Yes.

153. As an ordinary account?—Yes; and make a balance-sheet out.

154. Then you have the balance last year on that purchase; what is it?—I cannot give the figures now.

155. Have you any reports or books with you?—I have not just now. Now that we know that you are agreeable to have it to 30th June, we can get it for you.

156. *By the Hon. E. E. Smith.*—We want the statement to show the cost of running a railway, that is to say, Melbourne to St. Kilda, Melbourne to Port Melbourne, and Melbourne to Brighton, and then we want to know the income of those lines and the capital cost. The object is so that we can take an electric line of about the same length, and get their figures, and see relatively how it comes out. It is no use to take hearsay; we want something we can deal with?—Yes. I would suggest that this would meet the case. Take the St. Kilda line, we know the mileage that the engines run (there are three locomotives in use on that line), and we know what the cost of running per train mile is.

157. We do not want that. I will tell you why it is no use, because the elective service would be on a different time-table and with different machinery. The only way is to take it *in globo*. What does it cost to run twelve months; what is the total income for that twelve months, and what is the capital invested; then we can draw up a balance-sheet of our own?—We never kept the St. Kilda separate; we kept the Hobson's Bay Railway as a whole.

158. The company did?—They kept the St. Kilda line up to a certain point. I will see if we can tell what we have spent on it since, by getting the old books of the company.

159. *By the Hon. J. H. Abbott.*—What we want is a means of making a fair comparison?—Yes, just so.

160. *By the Hon. J. Sternberg.*—When will you have that information available?—Next week. The stations, of course, are an item. We will have to give the working cost of the stations; for instance, South Melbourne, Albert Park, Middle Park, and St. Kilda.

161. *By the Hon. F. Brown.*—Would not that be shown in the working expenses?—Yes.

162. *By the Hon. W. B. Gray.*—Would it not be better to get the whole number of employés on the St. Kilda line?—We can do that.

163. *By the Hon. F. Brown.*—Supposing you were going to sell that line to some one, and the man wanted to see how it was doing; that is what we want?—Yes.

164. *By the Hon. E. E. Smith.*—You have the capital account; if you have not it separate, give the total figures, and we will cut it up?—Yes. We have the cost of running the trains and the working expenses at the stations in the total.

165. *By the Hon. the Chairman.*—I do not think Mr. Smith means your tabulated table of what it costs, but what it costs to do your traffic on St. Kilda or any other line; the actual figures, not your averages?—I understand that.

166. Your expenditure and revenue?—Yes.

167. Then the committee will want something beyond that; they want the system that Mr. Rennick and others are proposing to deal with, as a whole. They want the gross takings of that system, approximately the revenue, and to show if there is a profit or loss?—We know there is a profit.

168. How do you know?—They do not vary much.

169. That does not prove anything. How do you know that there is not a loss?—We have proved it in 1893, and since then we know what the revenue is from it, and we know the expenses are about the same; that is, treating the whole suburban system.

170. *By the Hon. E. E. Smith.*—It was paying 11 per cent.; it is not doing that now?—No, but it is paying; we reckon it pays about 5 per cent.

171. *By the Hon. the Chairman.*—You have some method of getting at that?—We had that about eight years ago, and we are keeping it up. We know pretty well to-day how we stand, the same as you would know about your household.

172. Is it separate in the books?—No.

173. *By the Hon. W. B. Gray.*—You could show what was spent during any twelve months?—Not from the books, but from the returns.

174. *By the Hon. the Chairman.*—You refer to what Mr. Rennick mentioned; he mentioned the volume of revenue and expenditure for the past two or three years?—What would the committee like?

175. *By the Hon. J. H. Abbott.*—Not last year, because of the celebrations, but take a year before?—St. Kilda has not altered much. I notice last year there was about £8,800 revenue, and I see about eight years ago it was about the same. Of course, it was more than that at one time, but when the trams came in they cut us out of some revenue.

176. Was it not more than that last year?—No, £8,800.

177. *By the Hon. the Chairman.*—You see clearly what the Committee want. We are to build something on your returns. We want to know if, on the aggregate, taking ordinary years, there is a loss or profit, taking it for three years?—That will take a little time.

178. You seem to think we have a profit; will you explain why you think we have a profit on the suburban radius?—Because eight years ago we knew that we had, by keeping the accounts separate, and that we were paying about 8 per cent.

179. On the then capital?—Yes, we know we have not increased the capital much more, and the revenue has kept about the same.

180. What did you say it was last year; was there a loss or a profit?—A profit.

181. About how much?—We have not taken it out.

182. Have you any idea what it was; was it £100,000?—Yes, quite that on the whole suburban system, including the Hobson's Bay.

183. Does that mean that it paid £100,000 net profit after paying working expenses and interest?—I would not say £100,000; I should say, if we got a profit of £60,000.

184. After paying all the interest and working expenses?—Yes.

185. How long has that gone on?—I think for years; I should say twelve or thirteen years.

186. Do you remember Judge Casey's Committee; what was the net result in the way of loss or profit in their report; that was within the last five years?—I do not know; I did not furnish any report.

187. *By the Hon. J. A. Abbott.*—Do you say the revenue is the same, even with the trams?—I am putting in all the suburban system, right round by Essendon. I take a circuit of 10 miles, and that includes the Hobson's Bay, the Essendon, and others.

188. *By the Hon. the Chairman.*—Camberwell, Preston, the whole lines north and south bring in a profit of about £70,000?—About £60,000. I am under that impression. I have not been accountant for the last ten years, but I have always kept my eyes open, and can see from the returns the way the revenue comes in, and can tell whether they pay or not.

189. As secretary, how do you explain that the railways in the aggregate are losing, if the suburban lines are an assistance to you?—They make up a good deal, but we have lost a good deal through the unprofitable lines made some years ago.

190. Are you not handicapped by some lines in the suburbs which do not pay?—We have to take them all.

191. In the aggregate, the concern gives a clear income?—I feel sure of it.

192. *By the Hon. E. E. Smith.*—I want to find out what becomes of the loss on the railways; I think it is in the Treasurer's department?—It is made up out of the consolidated revenue; it is made up by increased taxation.

193. I want to know if it is charged to capital?—No, although we show it. We are honest in that way; we show it in our returns. We debit ourselves with what the loss has been on the revenue from its inception.

194. *By the Hon. J. H. Abbott.*—The loss last year?—We show the loss on the revenue.

195. *By the Hon. E. E. Smith.*—That is to say, the debt of the country has increased by the loss?—No; it is made up each year. Say the loss last year was £200,000, it was made up out of the consolidated revenue.

196. Does the Treasurer hand you a cheque for it?—He has paid for us £200,000 more than he received. We keep an account of that.

197. The loss is written off?—We do not show it as written off.

198. *By the Hon. the Chairman.*—I see in 1900 you had a total railway debit of £37,500,000, and in 1899 it was £37,163,000. Well, notwithstanding that, you get from the State £200,000 or £300,000 a year, you do not debit that to the capital account; it is all shut off from your capital. A company who kept debiting the money that they had to get every year would stick it to capital, and bring it forward with compound interest?—We cannot do that.

199. *By the Hon. E. E. Smith.*—There is a certain amount of capital invested in the railways, and there is a net loss each year of £300,000 or £400,000, it is known exactly. When that loss takes place, it has either to come out of the current revenue or the money we have borrowed; does it come out of the money we borrow?—It forms part of the Appropriation Bill, and we pay for it by taxes and other sources.

200. *By the Hon. F. Brown.*—You have an item in your accounts showing each year's loss?—Yes.

201. You do not increase your losses each year by the loss of the previous year?—No. If the country were selling the railways next year, they would want all they had spent. We know what we have paid, though it does not come out of loan moneys. We borrow the money for the construction of railways, but not for the payment of losses.

202. *By the Hon. the Chairman.*—Bear in mind we are paying a sum of money every year, expecting there will be a development of that railway system that will ultimately recoup us, and you are maintaining the column of debits against yourselves and the revenue, and you can give a total of 10 or 20 years of the settlements that Mr. Smith speaks of. You say you have a column, and your capital account stands at a certain amount, about £40,000,000 now?—We have some money from borrowed capital, about £37,000,000. In addition to that we also took money, which was granted to us out of the sale of lands, £200,000 a year for 11 years, that was £2,200,000. We have had other money out of the consolidated revenue, £600,000, and we pay no interest on that or the land fund.

203. In 1900 it was about £3,500,000. You have added this year £600,000 during the year; that can only bring it up to be fairly under £40,000,000?—You are only quoting the capital cost charged to the loans; we have had nearly £3,000,000 that we got out of the consolidated revenue, and out of the lands other than the loans. It is £2,200,000 out of the land, and in addition we had other moneys.

204. Have you not added it before; that will only be £39,600,000?—Have you the last report which says—"Total spent in construction, including rolling-stock, workshops, Railways' offices, £39,658,000." That is what I say, about £40,000,000. You say the amount of the Railway debt is only £37,000,000 odd. The difference between £37,000,000 and £39,000,000 was taken out of the consolidated revenue.

205. Is it more than that?—Yes, it is over £40,000,000 now.

206. How much over?—Suppose it is about £40,200,000; that is about the capital cost.

207. You see clearly what we require;—Yes, I think so.

208. You will be able to give the value of the rolling-stock on the metropolitan system, including 62 engines?—I think you principally want to take the Hobson's Bay railway, the St. Kilda, the Port Melbourne, and the Collingwood. I will get out all that I can, and come up on Tuesday. You recollect, Mr. Chairman, that you spoke to me, privately, about my observations during my travels, but I think you have had all the information that I could give you, so clearly from Mr. Norman and Mr. Woodroffe, and Mr. Rennick, who are more experts than I, that I need not trouble you with my views.

209. When did you return?—On the 10th December last.

210. Is there anything that I omitted to ask you about that you noticed?—No, I am quite of the opinion of those other gentlemen. I think a great deal of the electric power system, and feel certain that if it were applied to the suburban lines it would be well, but not to the long lines. I could not find anything beyond 20 miles in my travels.

211. You came back with the impression that the electric system is more economical, more cleanly, and more profitable than the other?—That is my idea. I came back very much impressed. I thought at first our people believed more in steam, but I think the evidence yesterday was in favour of electricity. I do not believe much in the third rail; I like the overhead system.

212. Where did you see the third rail?—I have not seen it, except in the "Twopenny Tube" in London, which is very satisfactory; but I do not think it would answer for us. I like the overhead wire.

213. *By the Hon. W. S. Manifold.*—I have not seen one of the electric railways or trams with the overhead wire or third rail. How do they manage in the streets; is there any fear of accident with a third rail heavily charged?—The third rail with the "Tube" is underground; I do not know how it would answer in the street.

214. How about the returns current along the rails; I have never heard of any accident from that cause?—I do not see why you should not have the rails and the wire over.

215. *By the Hon. the Chairman.*—I think the third rail applies to railways, as in the Paris to Versailles line. There is an underground conduit, which is a different thing from the third rail?—I only speak from my own observation. An electric expert could speak better on that than I.

The witness withdrew.

James Hart Fawcett, examined.

216. *By the Hon. the Chairman.*—The committee have given you an opportunity of just stating what you know of a certain coal deposit, and its proximity to Melbourne?—Mr. Croker suggested that I should see you. I got the notice only this morning about this meeting, and have not looked anything up. I have been interested in the brown coal deposits at Newport. I went through the papers about twelve months ago and have been convinced of the value of those deposits, they being so near Melbourne, not that it is Newcastle coal, or coal that could compete with it; but there are great deposits of brown coal close to Melbourne, and among other uses it could be put to would be the generation of electric power where raised, and there would then be no freight to pay. Whatever the cost of raising it might be, there would be no freight to pay. In that way it is comparable to the Gippsland deposits, but in Gippsland, if burnt *in situ*, and electricity generated it would have to be conducted to Melbourne by wire. That this coal exists in large quantity has been proved by bores and shafts at Newport, Altona Bay, and further towards the Werribee. Briefly, that is the idea, that the coal being there would have only to be raised, and would be a source to be transformed into electric power for Melbourne, without paying freight.

217. How far is it from the surface, and what would be the cost of bringing the stuff to the surface?—They can hardly be called mines, but there have been two shafts put down independent of bores. At Newport one seam of coal was cut in the shaft at from 198 to 203 feet. This was earthy, containing more ash than those below, as shown by bores and analyses. The four seams between 203 and 311 feet were of much higher value than the one cut in the shaft—much less ash. There are intermediate seams, more shale than coal. I have the information here and analyses by Mr. Pearson and Professor Macadam, of Edinburgh. At Altona Bay there is a shaft which cut a seam 70 feet thick. That has been cut by diamond-drill bores and by a shaft. The cost of mining that coal I could not say; the thing is too immature yet.

218. The question the committee would require answered would be, is it known that brown coal of the quality, say, of the Newport stuff, would raise steam at a lower price than the coal brought from the Outtrim mines?—Yes; I think so. It would be quite impossible to quote the cost of mining it. There is a report from Mr. Stirling on the constitution of brown coal in Europe, where it is used for locomotive purposes, and there are comparative analyses of the coals at Newport and Altona Bay, and other coals, for steam-raising purposes.

219. Supposing that £1 sterling bought a quantity of Newcastle coal, what ratio would £1 worth of your coal be to that?—According to analysis here there are two seams which would be equal in steam-raising power to Newcastle coal.

220. It may be well to know that there is a report from the late Mr. Newbery who puts it generally that with Newcastle coal at £1 per ton, the relative value of Gippsland brown coal would be 2s. 6d. That is Mr. Newbery's report, and we can obtain that. That would utterly put brown coal out of question if he is to be depended on?—The report says—

“The proportion of lignite to A.A. coal for similar work, but using bars suitable for each, is very nearly in the ratio of 3 to 2 by weights.

“It is with great gratification that we feel warranted in expressing these views, and in believing with Mr. Pirrie that better results will be achieved.

(Signed)

J. COSMO NEWBERY,
REGINALD A. F. MURRAY.

A. W. Howitt, F.G.S.,
Secretary for Mines, Melbourne.”

Perhaps that is some particular brown coal; he may not be speaking of the general brown coals of Gippsland.

221. Mr. Newbery was well-known. He made a report, and I think he investigated what Mr. Stirling investigated?—I met Mr. Stirling in Europe.

222. He put it that brown coal stood as 2s. 6d. to a sovereign?—For steam-raising purposes.

223. Who owns this coal; is there a syndicate or is it government property?—A company has held under lease, and application for lease for some years the areas of Crown lands between the city and Newport, crossing the Yarra.

224. You mean at the Newport workshops?—Yes.

225. That is absolutely at our doors?—Yes; if the ratio shown by Mr. Newbery is not correct, and I think I can shown it is not, then it is a very valuable deposit.

226. You surprise me with the statement that half-rotten wood could give a power equal to the Newcastle coal, and that is the statement now taken down. It seems remarkable. I am not disputing it with you; I am only making the suggestion that you may further examine and give us the results?—All I can quote now is the result of an analysis of coal raised by diamond drill bores. It is not like raising large quantities such as at Newcastle, where you have the results of large quantities.

227. *By the Hon. Sir Arthur Snowden.*—Shafts have been sunk, you say?—One at Newport and one at Altona Bay.

228. *By the Hon. the Chairman.*—The Committee feel very much obliged to you for suggesting anything that would aid us in our examination. If the brown coal is anything approaching what you think, it is invaluable?—I am not suggesting that would be true of the whole of it, but if I can give the ratio showing what the value of this coal would be against Newcastle, that would be evidence. There are reports about those coal-bearing shafts which would give data as to the quantity.

229. We would like to know the average cost of raising this coal, either here or in England, to grass. You will have some knowledge as to that, and we would want that from you if you are intending to follow it up?—We can give that.

230. *By the Hon. F. Brown.*—Do you know the quantity at Newport, or do you speak of the result of the boring?—An analyst would take a fair sample if the whole seam were clean. Any man taking a

section would go through the seam as a diamond drill would. With repeated diamond drills you would get the average. It varies very much from woody lignite to portions of the seam which are quite black, and very good coal.

231. *By the Hon. the Chairman.*—Is this Newport business all in private hands; is it private property or Crown lands?—Crown lands.

232. And at Altona Bay?—It is private property where the shaft is.

233. How far north does the Altona Bay property run?—It is an estate of about 2,000 acres.

234. Have you traced the coal northwards?—Not by borings, but there have been various reports furnished.

235. Is it under the basalt?—Yes; there are 60 feet of it, and it extends west-north-west and towards the Werribee and Bacchus Marsh.

236. What is the largest seam in depth at Altona Bay?—Seventy feet. That occurred at about 320 to 390 feet in Altona, and was proved by bore and shaft.

237. Are there any exceptional difficulties in sinking; is there water?—In Newport the water stopped them. It is the same company formed again. They had various difficulties going down to the basalt, but they dammed the water back and put an 8-inch pump on, and cut a 5-ft. seam at 198 feet. They did not stop to take any out, because they had let a contract to go down. When they got down the water came in, so they bought a pump, and it has been left.

238. Do you anticipate any difficulty through its being near the sea?—No; the sea-bottom is as tight as a bottle. They mine under the sea at Cornwall. There would be nothing like the water to beat that they have at some of the deep leads.

239. I understand your point is, we have such enormous beds of lignite and shale that we will have no difficulty in getting a burning material that will generate electricity?—That is the fact I want to draw your attention to.

240. We will communicate with you again?—You would like necessary details as to analysis of bores? If I put them into a short space and put it before you, that would be the best. There is a company in process of formation now to develop that coal.

241. *By the Hon. Sir Arthur Snowden.*—Do you represent either of the companies?—Yes, the Newport Company; I have taken it in hand.

The witness withdrew.

Adjourned to Tuesday next, at Two o'clock.

TUESDAY, 1st OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, M.L.C., in the Chair.

The Hon. J. H. Abbott, M.L.C.,

The Hon. S. G. Black, M.L.C.,

The Hon. W. B. Gray, M.L.C.,

The Hon. Walter S. Manifold, M.L.C.,

The Hon. E. Morey, M.L.C.,

The Hon. E. E. Smith, M.L.C.,

The Hon. J. Sternberg, M.L.C.,

The Hon. Sir Arthur Snowden, M.L.C.

Arthur James Arnot, examined.

242. *By the Hon. the Chairman.*—What are you?—Electric engineer to the city of Melbourne.

243. I see you gave very full evidence on the subject before us at the previous Committee two years ago. The House has reformed the Committee in order to give the witnesses who then gave evidence an opportunity of bringing their evidence up to date as to electric traction on our suburban railways. What is your opinion now on that subject?—I may state that my opinion was then, as the evidence shows, that electric traction would be payable and suitable for suburban railways. I am still of the same opinion. I have had a trip round the world since, and have investigated several tramways. Of course, principally my visit was in regard to electric lighting, but I visited several tramway installations and electric railways, and came to the conclusion that undoubtedly the electric system was the most suitable for such traffic as we have in suburban railways. Of course, I do not think yet that for long distances it should be at all considered, but for anything up to about 20 miles, I think where we have to deal with large numbers of passengers at various hours of the day, that electric traction is much more convenient for the passengers. It is cheaper to maintain in works cost, and from the cleanliness of the system is greatly to be desired. Of course, my investigations at home were not on electric traction, but, as I said, I saw several places where the railways were running very successfully. On one train I travelled at 40 miles an hour—the Newhaven and Hartford Railway in America. That is an electric system under the control of the N. and H. Railway Company. They also run electric locomotives to a very large extent, but that is only a sort of suburban railway which they have introduced in the last few years, but which the manager tells me is such a great success that they are going into the extension as quickly as they can possibly do it. One feature in that railway that impressed me greatly was the utilization of the smoke-box refuse which is taken by the blast of the locomotive through the tubes of the boiler, and does not leave the chimney of the locomotive, but is deposited in the smoke-box. Those cinders are used entirely for the running of this electric system at Newhaven; they are stoked in the boilers with special air admission, and they use no other fuel but this refuse which previously was thrown away, so that under those circumstances they have had an exceptionally successful line, and intend to increase it considerably. The fares were nominal—about 5 cents (2½d.) for a distance of about 14 or 15 miles. The carriages generally consisted only of two, with the motors on one car, and the service in the busy time was about a five minutes' service. I am not, however, certain about that. The other railways which I visited were more on the tramway principle, and I agree with the previous evidence to the effect that they have practically superseded all other systems of road traction. In Broadway, New York, when I was there in 1891, they were running a horse tram. After that they superseded the horse tramway by putting down a very expensive cable tramway system, which cost £900,000; but when

I was there in 1899 they had removed the cable system, and were installing an enormous electric system at great expense, simply for the advantage of more economical management and maintenance. I believe, although I have no evidence to show it, that the system has given entire satisfaction in America. Several electric railways on the Continent I travelled on, but had so little time there that I did not investigate the details. The Thunn Railway in Switzerland was one of them. As to the details, I did not investigate them, but I could see that the system was giving satisfaction. Those in connexion with the trains, and the conductors with whom I conversed, stated that it was giving entire satisfaction. I do not think there is anything more that I can say on that. Of course, you are aware that in suburban traffic it is obnoxious to have so much smoke and grit as one gets with the locomotive; and where we can use the energy in one large power-house, and more economically generate the electricity, or more economically use the fuel which would be used in each individual locomotive, we can run electric cars at a very high speed, and more economically for maintenance, fuel, and attendance.

244. *By the Hon. J. H. Abbott.*—Are the cars in America all one class?—No, they have two classes—different prices as a rule. The system in America is 1st and 2nd class, the same as we have here.

245. You said the price was about 2½d. I was wondering whether that was 1st or 2nd class?—I think that was the 1st class if I remember rightly.

246. *By the Hon. the Chairman.*—With your experience, do you consider that we are fairly over the experimental stage?—Undoubtedly; there is no more necessity for experiment.

247. With your experience of the manufacture or generation of electricity, do you think that we could now adopt a modified suburban system, say, to include two or three of our lines, such as the St. Kilda, Port Melbourne, and some of the northern lines, without very great loss. The engineers of the Railways suggest now that we have passed the experimental stage, and they are prepared to recommend that within 10 miles of the metropolis we grapple with the subject at once boldly, and they have given some estimates. Supposing this Committee is of opinion that we should go slowly, would we lose much by taking the southern side, say, St. Kilda and Port Melbourne, as a start?—I think I understand what you mean. You mean, instead of putting down a complete system at the start, would it be a waste of money to put down only a section. I do not think so, because you would in view of extensions put down a unit that would be multiplied as you increase your service. I do not know what unit the Railway Department have thought of, but a 1,000 horse-power unit, or 2,000, would be sufficient, and that could be increased as you extended your system, and would be also of service in the larger scheme.

248. In your experience of generating electricity, do you find that you have improved from an economical point of view in the production—that you are now able to produce more cheaply?—There is no doubt that with the later designs of electrical and mechanical machines we have cheapened the production—engines are now being made that the makers will guarantee to require somewhere about 13 lbs. per indicated horse-power, whereas ten years ago about 20 lbs. of steam was considered exceptionally good work. Then, again, the design of electrical plant is also brought to a higher state of perfection. The total loss in the generator does not exceed more than about 8 to 10 per cent., and that, I think, cannot be improved on unless by sacrificing mechanical details, which must be attended to.

249. Have you had any experience of the shifting of any suburban railways from steam to electricity?—Particularly so while I was in London, the underground railway—the metropolitan railway system there, which is practically all underground, the company has now decided to instal electric locomotives to replace the steam-engines. I noticed when I was there that they were carrying out one section near Earl's Court. A large firm in London had a contract for equipping that section, somewhat as an experiment I should say, but which has proved itself a great success, and the latest reports are that those in authority have decided to go in for the electrical system throughout. Of course the new city underground system, which was just ready for running when I was there, has been started since, and is now in perfect running order, from the Bank right out to beyond the Marble Arch along Oxford-street. There they have installed the electric system to start with—there was no steam traction there.

250. The Committee recommended the St. Kilda and Port Melbourne lines for transfer to electric traction—have we merely to contemplate the machinery that is put in the power-house, and the third rail or overhead wire—would not all the rest of the railway, the stations and roadway, be all ready to be used?—Yes; the existing permanent way would be entirely suitable for the electric system. Of course, as you mentioned, the third rail or the overhead contact would be necessary, whichever system was adopted, and a power-house would have to be erected, which would be able to supply any of the suburban lines which you decided on doing, and that power-house could be extended as required, only one power-house being necessary.

251. Would you consider the St. Kilda line, with its projected extension, a fairly good line to make the experiment on?—I should think the St. Kilda or Port Melbourne line would be very suitable indeed—they are more suitable than where suburban traffic is on a main line as well.

252. Did the working of the third rail come under your notice?—The Newhaven and Hartford had adopted the third rail, and the Thunn had the overhead contact. Of course, the difference in that is that if the third rail is used it must be protected for shunting work, and for crossings. In Hartford the car there lost the contact for perhaps the width of the street—the momentum carried it on, and the whole of the track was covered over with heavy hardwood, which carried the traffic across and prevented the horses or people coming in contact with the third rail, which, of course, would be to a horse especially fatal. The overhead system, which is to my mind the best and more economical, of course prevents that, and is out of the way all the time—one can never come in contact with it on the ground level. With a suburban system, such as you might instal here, using the third rail, it might be advisable to use high-tension machinery with rotary transformers, giving you the low-tension system right on the rails, whereas if you use the high-tension system direct, say, the three-phase system, and connect that straight away with motors on the car, you save 15 or 20 per cent. in the transmission by applying the power direct, and save the possibilities of accidents to people shunting, horses used for shunting, or at level crossings.

253. There is an illustration of an electric locomotive in that magazine, *The Cosmopolitan*—[handing the same to the witness]—have you seen that in operation anywhere?—This type of machine was manufactured by the General Electric Company of America. I did not actually see one when I was there, but I have examined the drawings of it. I know that a locomotive of that type has been made—it is used for pulling some trains through a tunnel.

254. Would you be able to say whether there is any special economy in an electric locomotive as compared with an ordinary motor in drawing the carriages?—No; I would prefer in a suburban system to see the carriages equipped with motors instead of a special locomotive.

255. Suppose the Government said to you—"We want to apply electricity to the St. Kilda and Port Melbourne lines in the best method according to your own judgment," could you say approximately what it would cost to take the business on those two lines as it is to-day—to start the power-house and machines, and make it complete in every way for working, and how long a time would it take to do it?—Do you mean also the cost of installation?

256. Take the cost of installation first?—I should say that the equipping of the two lines could be done for (this is quite a rough estimate) £60,000 to £75,000 for the two lines. I could definitely reply to that in a couple of days if I made out an estimate.

257. In that estimate would you have the overhead trolley?—I estimated it on that because I take it that the system that you would adopt would be the one that you would use for extending to the whole of the suburban area. If you decided to go in for electric traction, putting aside the shortness of the St. Kilda line for a moment, you would have to consider the system that would be to the greatest advantage for the whole of the suburban area. For the St. Kilda line only you might use the third-rail system, but if you want a system to control the whole of the metropolitan area, then I would recommend the overhead system, where you would use currents of a higher pressure, and supply them direct to the motors, say, at 1,000 volts.

258. Suppose an order were given to you, as engineer of the city council, to do those two lines, what time would you take to do the work?—Of course, there would be specifications to be prepared, tenders to be called for, and contracts to be let—I do not see how it could be done sooner than in twelve or fifteen months.

259. Would you be competent to undertake it?—I am prepared to undertake anything like that.

260. Would you be competent to undertake this work with the experience you have had, because on that I am supposing that there are difficulties in the way in other directions?—The way I would do is this—I would undertake the work, but you see I would so prepare my specifications requiring that the contractors should give certain guarantees for the work; that the plant should be of certain efficiency; that it should be of a certain capacity; that it could supply current to a certain number of trains; and that the train mileage would be a certain extent. Then, having specified those points, the contractors would, of course, have to undertake in the contract to complete the work under very severe penalties, and under those circumstances we would have the services of the best electrical traction engineers in the world. I do not profess to be an electric traction engineer, but I understand all about the subject, and all that is required, and I should have no doubt in saying that if it were placed in my hands I could guarantee a perfectly satisfactory job.

261. There is a sketch of a class of carriage—[showing copy of *Le Monde Moderne*—]—would there be any difficulty in our using carriages similar to those?—These carriages, which are the Sprague United Multiple system, are, as far as I can see, drawn by a special locomotive. I do not see where the motors are.

262. Have you met those in your travels—motors driven both ways?—What I would recommend for the St. Kilda line would be a car that had the motive power underneath, and which would be able to pull another car without any motive power; say, that the car which the motors were fixed to would be 2nd class, and that the trailer would be 1st class—some arrangement like that.

263. Are you perfectly assured now that it would be more economical to treat steam as merely a secondary power, and adopt electricity on those two lines?—I am perfectly satisfied that the system of electric traction on those two lines could be more economically operated by electricity than by steam, for the reasons that in a locomotive you are using the best of fuel, you must do that, and therefore the most expensive. You use that fuel in a high-pressure engine, and you do not use the steam expansively. The consequence is that you require somewhere about 6 and sometimes up to 10 lbs. of steam per indicated horse-power, and that, you understand, is in each locomotive. Those locomotives are in use, of course, the great part of the day, but the rest of the time they are standing, probably waiting for their proper journey, and they have to keep up steam, they use fuel all that time, whereas in a large power-house you would use probably all the well-known labour and fuel saving devices that are on the market, such as automatic stokers in the boilers, which would permit the use of inferior cheap coal; you would use economizers in the flues which would heat your feed water from 60 to 70 degrees, which you feed into the boilers over boiling point, say, 240 degrees. I have fed the water into our boilers at the city of Melbourne electric light station at 270 degrees, which is a very high temperature, so you call on the boilers to do very little work. Then you have engines, probably compound or triple expansion, using, say, 2 lbs. of fuel per indicated horse-power—that is another reason why the electric system of traction can compete very favorably with isolated small engines of the locomotive type. I noticed recently in reading the proceedings of the Institute of Electric Engineers, a paper written by Mr. Langdon, who thought that he could prove conclusively (and he has had a great deal to do with steam and electrical power) that he could save 20 to 25 per cent. in the system such as you mentioned, in cost of maintenance, which includes fuel, wages, and everything else concerned, and several railway men agreed with him.

264. Would it be necessary to put the power-house away from Melbourne on the St. Kilda line, or would you be able to work economically by placing the power-house in St. Kilda to command further extension?—I should say the power-house should be somewhere on the Yarra, somewhere central to extension, because I take it that the scheme would be considered from the future extensions point of view, and not only for St. Kilda. If you considered only the St. Kilda line you might adopt the third rail, and put down the low-tension system right away, which would be only suitable for a few miles, and would not do for, say, the Oakleigh and Mordialloc or any of those lines.

265. In your experience of the transmission of electricity, have you found the waste heavy?—It is in some systems wasteful, but not through leakage. We find it wasteful where we transform it from one type to another. If we transform it from a low tension to a high tension there is a loss, especially if not working at a full load, and then there is a loss if we use rotary converters, but from leakage itself there is practically no loss. In electric traction there is a little from the earth return, but that is practically infinitesimal. The loss in an electric system is not from the leakage itself, it is from the transformation of energy.

266. *By the Hon. E. E. Smith.*—Supposing that you had the skeleton of a scheme to supply electric traction to all the suburban railways—having sketched that out, could not you introduce a portion of it without making it expensive afterwards to extend it?—Undoubtedly.

267. Supposing we said we would draw out a skeleton plan to adopt electric traction on all the suburban radius, but we were only adopting the St. Kilda and Port Melbourne lines first, I take it that we would not have to supply power enough to work the whole system twenty years hence?—No.

268. We had a calculation for introducing electricity on the railways, and we were informed that we should require to lay ourselves out to have power 20 per cent. in advance of what would be required at the present moment?—That is quite likely as a stand-by.

269. But supposing we have arranged for the power to drive the whole of the suburban railways, would it be necessary at once to introduce that power; would not enough to carry on the current business to those two places be sufficient, and it would not necessarily make it more expensive when an extension took place?—I think I follow you. You mean that we take the power-house, and we find that to run the whole of the suburban system we would require, say, 20,000 horse-power. Now, to run the St. Kilda and Port Melbourne lines, we would require, say, 2,000 horse-power, or one-tenth. With the units adopted we will say for the whole system, it might be ten engines of 2,000 horse-power each. Well, to run the St. Kilda line you would only put down two of those units; one would be necessary for the work, and the other as a stand-by, then you would add each unit as you increased your extensions. As you extended your area so you would add to your power-house, and the same with the boilers and the building and everything. You would have a building with a corrugated-iron end, and you could extend it as required. That is what we are doing with the city of Melbourne lighting extension.

270. *By the Hon. J. Sternberg.*—You say that electric traction is cheaper to maintain; which system do you refer to?—I think both systems of electric traction are cheaper than the steam system.

271. Have you had any experience with an electric system of railways?—I have not had anything to do with electric railways. I have put up a line of electric tramways, on a small scale, in the colonies.

272. Are they running satisfactorily?—The only system I put up that I was directly responsible for was the Box Hill Electric Tramway, out of Melbourne. That was financially a success. It ran for seven years, and paid working expenses. With hardly a residence near the tramway, yet working expenses were paid for seven years; but owing to the plant wearing out, and there being no capital to replace it, and no desire to continue the system, owing to the land boom having burst, the concern lapsed altogether—but not from any failure of the plant or from financial matters.

273. You referred to the third-rail system; have you in the course of your travels particularly noticed the advantages to be derived, in cheapness, of that system in preference to the overhead system?—I have noticed the third rail, and I would like to make that point clear. The overhead system was in use at Box Hill—take that for an example—but that is not the overhead system when we talk of electrical railways, as a rule. The overhead system in use at Box Hill is the same system practically as the third rail, only the contact, instead of being overhead, is between the two rails on the permanent way. Now, the overhead system, as in use on the Continent, makes use of a high-tension alternating three-phase current. That overhead system is highly dangerous to life, and therefore is not used on the level of the track; in fact, the three-phase system requires more than one contact overhead; you have to have the three contacts. In speaking of the electric traction for railways, the middle-wire system or the third-rail system is identical with the present trolley system that is used throughout America and in England for street railways or street tramways, and the pressure there never exceeds 550 to 600 volts; but on this higher-tension system, where you are dealing with railways running into many miles, the economy comes in in using this pressure. You can travel a long distance without any serious loss on the conductors. You see, if we were to use only 500 volts, the cost of the feeders, which consist of copper wire, would be so enormous that the benefits from it would be swallowed up in the enormous outlay for copper, whereas with the high-tension system the feeders are *non est*. You then only have your high-tension supply mains running to static transformers along your line, and there you supply direct with 1,000 volts on to your motors.

274. Why would you prefer the third-rail in preference to the overhead system?—I said that if you were going to put down the electric system only for St. Kilda or the Port Melbourne line, it would then be advisable, in my mind, to put down the third-rail system, provided you are not going any further with the system, because the line is comparatively short, and the cost of the taking of the electricity at 500 volts that distance would not be excessive, but I understand from the Chairman that it is intended to put down a system applicable to the whole of the suburban area. Then you must put down the first units, say, the St. Kilda line, on the same principle that you would adopt for your extensions—you do not want to have two systems.

275. One power-house could be utilized for the two systems?—Yes, provided you used the rotary converters, but it would be putting the cart before the horse if one were to do that, if you were to put down a three-phase system. In that you have the currents generated at a very high pressure, and alternating in direction, and at a different phase, each phase 120 degrees different from the other. The electricity is taken along a very fine wire; owing to the high pressure, the quantity is little—it is taken to the static transformers which are placed along the line. These static transformers, or stationary transformers, as they should be more properly called, change the pressure, say, from 10,000 or 20,000 down to 1,000 volts, and from 1,000 they are taken straight into the motor on the railway. Now, if we were to use a third rail, we would have to put down, in addition to those static transformers, rotary converters. The rotary converter is a combination of a motor driven by the three-phase current and a dynamo at the other end of the motor, which generates a current of 600 volts. That gives you the system that you would have, and which is used throughout America and in England now for driving street tramways; 600 volts direct current is obtained by the rotary converters, but it is not necessary to put down rotary converters. They have been advocated and adopted in some isolated cases, but, to my mind, it is the introduction of a waste of about 20 per cent. that is not necessary.

276. In reference to the power-house, you said it would be necessary to have it on the Yarra. Do you think we could utilize the present power-house at Spencer-street?—I should not think so—it could not be—such a large scheme would require water for condensing purposes, and the possibility of obtaining coal, not only from Victoria, but from New South Wales, on barges, so a site alongside the River Yarra would be better, I should say.

277. Could we apply the present power-house to the St. Kilda and Port Melbourne lines?—You could not utilize any of the machinery there, to start with—it is not suitable.

278. You said that 40 miles an hour is the speed that the electric cars run at on the Newhaven line—is that the maximum?—That was the maximum permitted by the authorities of the line, but you can maintain a much higher rate by electricity than by any other system, but that is the way they were running there.

279. Is that the usual speed they run at at home?—They do not run to that limit on street railways, because there are objections to it, the danger to passengers and so on—they limit it in the cities to about 10 miles an hour, and in the country districts they are allowed to go up to 15 miles; but it is not that they could not do more.

280. In the course of your travels, you saw the motor on the car—was that the general way, using only one car?—The system is so flexible that they put them on as required—they can put on four or five cars if necessary; but, as a rule, they aim at a rapid service without any waiting in between, say, four or five minutes' service if necessary. They have a three minutes' service on the elevated railway in New York. They have no time-tables—you simply go through the turnstile and a man hands you the 2½d. ticket—there is no other ticket issued, and you step on the train; you can go right round the whole day, sit there all day and never get off for 5 cents.

281. *By the Hon. W. B. Gray.*—Would you not require to get the data as to the passenger traffic on the St. Kilda and Port Melbourne lines now, and the steam power required, so as to judge what electric power you would require to do the work?—As I said before, it is not necessary to consider the desirability of experimenting.

282. You think it is quite beyond that stage?—I think so. I see no necessity for experimenting. You would get the biggest manufacturers in the world, who would give you guarantees that will relieve you from all responsibility.

283. If we have to contend against the departmental officers, who think there is nothing to beat a locomotive, would it not be well for us to show that electricity is a better and cheaper power than steam power at the present time?—I should certainly agree as to the St. Kilda and Port Melbourne, on both lines, that they should not confine it to one of those; they might put down there five or six trains, say, and put down one or two units in the power-house, one or two boilers, and one or two engines of whatever size the engineer decided on, and start right away with a system like that. Then you will prove undoubtedly that it is more economical, and when the money is voted I take it you will extend it to the other lines; but there would be no loss in capital by going slowly; you will not be throwing away money, you will be going as one might say as a canny Scotchman would go, proving as you go along.

284. Do you know the St. Kilda line well?—I travelled on it for two years.

285. Do you know the number of locomotives employed?—No.

286. There are three or four employed; what unit would it take to represent that?—I should say 1,500 horse-power would do it.

287. If you put that in you say it would take about £70,000 to make that experiment?—That was for two lines, I think.

288. Would it not do at even less than 1,500 horse-power?—I should take four locomotives at 400 horse-power each, so that if they are all on at once it would be a power of about 1,500 horse.

289. But if you take it as in the Newhaven system every five minutes, and have only two units, it would not require that power?—No.

290. Then the experiment on the St. Kilda line alone would be very cheap?—I should say that it could be done by 1,000 horse-power.

291. And that would cost what?—I should say you could equip the whole line and put up the power-house for from £35,000 to £40,000.

292. You know the rolling-stock on the St. Kilda line—do you think you could apply the electric motive power to any of those carriages?—You could if you put down an electric locomotive; you could use the present carriages.

293. Would it be a saving?—Yes. I should recommend what I have already stated, say, one motor car and one trailer, one 1st class car, and one 2nd, and set them off as soon as they are full; have no time-table except in the middle of the day, when you would not run so often.

294. That would be a step in the right direction to prove that it can be done?—Yes.

295. As to the overhead system, you believe in it absolutely as against the third-rail system?—Yes. If you were going only to do the St. Kilda line, I would say put down the third-rail system, but if you are going in for the large extension which I take it is your idea, to treat all the suburban traffic of Melbourne, running out to Mordialloc, Oakleigh, and all the other lines, then you need to put down the St. Kilda system on the same system that you will require to use for all the others, so as to keep everything uniform. For that reason I would say use the electricity as direct as you can, do not transform it, use a high pressure, step it down to the line with the static transformers, and send the current right on to the motor.

296. Using a very high voltage, what would it cost per mile to put up the overhead system?—I think I would have to look into that before I could give a reliable answer.

297. At any rate, I understand that you are entirely favorable to electric traction?—I am.

298. And you think it is beyond the experimental stage?—Undoubtedly, there is no question of that.

299. *By the Hon. W. S. Manifold.*—Taking into consideration that the cars on the St. Kilda and other lines would come in use on the country lines, would it not be better to build lighter ones entirely suitable to electric traction, than to attempt to adapt the present heavy cars?—My idea was to get new cars for the motor, and use the existing ones for trailing cars if you wish to economize.

300. We were told by one witness that a tremendously high horse-power would be necessary to shift one of those large cars. The Department have 400 large cars that carry 70 passengers each, and the horse-power required to move one of those would be very high. I thought possibly that by using smaller and lighter cars that might be diminished?—Of course you have to provide for a large and heavy traffic, and you must have substantial cars. I do not suppose that the railway people have designed those cars without knowing what they were doing, making them only sufficiently strong for their work. I do not suppose they put in 500 per cent. more material than they should have.

301. On the Hartford line, how many passengers approximately would each of those trains carry?—About 150, not more—that would be the two cars.

302. Approximately, have you any idea what horse-power it would take to work a train like that with average gradients?—Somewhere about 100 to 150 horse-power; that would be two 75 horse-power motors, or something like that.

303. *By the Hon. S. G. Black.*—I understood you to say that there was a loss of about 8 or 10 per cent. in the generator?—Yes.

304. Does that cover all the loss as between the power-house and the time it is being transformed into actual energy at the motor?—No, that is only in the dynamo as the generator; the total loss is nearly 40 per cent.—that is taking into consideration all these transformations.

305. Forty per cent. extra would be sufficient then?—Yes; that is, taking into consideration all those static transformers.

306. Are those lines you have referred to run with signal-boxes and signalmen, or are they specially controlled by the drivers of the motors to run the same as trams do, except at very special points?—I must confess I did not take any notice of that. I noticed that they had only one man on the motor car, and one man collecting the fares, and looking after the tickets, just the same as with a tramway, and of course the man in charge of the fares was competent to take charge of the train if necessary, supposing the driver fell off the car, or took sick, or anything.

307. *By the Hon. E. Morey.*—I suppose that any ordinary intelligent man could drive them?—Yes; they are very simple to operate, much more so than an ordinary locomotive.

308. No special training is required?—No. A locomotive man has to be a fairly good engineer, but the other is so simple that it does not require any great experience, and if a motor does go out of order he generally has the two motors, which are always sufficient to bring him home, even at half-speed, whereas in a locomotive engine if a crank breaks he has to wait until another train comes and brings him along.

309. I suppose there would be sufficient power to take two of those carriages that we have at the present time—you said they carried 70 people?—That was just from recollection.

310. *By the Hon. J. H. Abbott.*—I understood you to say that you would only recommend this sort of traction for suburban lines?—Yes.

311. And only for passengers?—Particularly, I said in connexion with a heavy passenger traffic—I do not say only for passengers; it is competent to deal with luggage or goods, but the great features are so important and beneficial in passenger work. You do not have the accumulation of goods in the same way that you have passengers at certain hours of the day, when rapid handling is the only way to deal with it.

312. There would be stations still on the suburban lines?—Yes, and they might be increased as they thought fit, and you understand that with such a small length of train the acceleration of the electric car is much greater and quicker, and you can afford to stop oftener.

313. On those lines on the level crossings has not some arrangement to be made for the people to go under the line?—Certainly, either a tunnel or the overhead method, although they have several level crossings on the Hartford line.

314. *By the Hon. E. E. Smith.*—If this St. Kilda line were altered to electric traction, it would not interfere with the locomotive goods trains going over that line. There would be no obstruction?—No.

315. *By the Hon. the Chairman.*—The previous Committee recommended the Collingwood, St. Kilda, and Port Melbourne lines, can you suggest any better than those three to experiment on?—The St. Kilda seems to me to be the best one of the lot.

316. If the Collingwood line had been equipped with electric traction, with trains running every two or three minutes, would it not have been able better to compete with the tramways?—Of course it would, if you put on such a popular service as that.

317. And could we not have saved all those cuttings on the Collingwood line, electricity does not require those?—No, you can handle grades in an electric system very much steeper than with steam. Of course with a short train, and the distributed power permits of that, one in ten is a very common thing for electric tramways to run up.

318. And perfectly safe?—Perfectly safe.

319. The control of the brake is better than with steam?—It is equally good. The Westinghouse brake is very reliable, and in addition to that there are the hand brakes, which can be put on all over the car at once.

The witness withdrew.

Robert George Kent, examined.

320. *By the Hon. the Chairman.*—What are you?—Secretary for Railways.

321. Have you prepared the statement asked for in connexion with the financial operations of the Railway Department?—Yes; this is an approximate statement showing the number of passengers, &c.—*[handing in the same]* :—

Corres. 01/10501.

VICTORIAN RAILWAYS.

APPROXIMATE STATEMENT SHOWING the number of passengers, passenger revenue, and working expenses, on the St. Kilda, Port Melbourne, and Brighton lines, for the year ending 30th June, 1901.

Melbourne to St. Kilda Line.

Year.	Number of Passengers.	Passenger Revenue.	Working Expenses.
July, 1900, to June, 1901	4,194,778	£32,540	£22,237

Melbourne to Port Melbourne Line.

Year.	Number of Passengers.	Passenger Revenue.	Working Expenses.
July, 1900, to June, 1901	2,105,103	£15,928	£18,122

Melbourne to Brighton Line.

Year.	Number of Passengers.	Passenger Revenue.	Working Expenses.
July, 1900, to June, 1901	8,492,663	£92,033	£51,166

Accountant's Office, 30th September, 1901.

J.H.,
Sub-Accountant.

As to the capital cost of the whole of the Hobson's Bay Railway, the property was purchased by the State, and no particulars were given of each section separately—the St. Kilda line apart from the Port Melbourne or the Brighton. We have no information in our books as to the separate cost of those lines; we had to take them in bulk.

322. You have the capital cost now?—Only of all the lines we purchased from the Hobson's Bay Railway.

323. Have you not the capital cost of those individual lines?—No; when we purchased them we had no statement of what the St. Kilda line had cost the company.

324. Do you mean that in the books you do not keep separate the expenses connected with the maintenance of those lines?—The expenses we do, but I was referring to the capital cost of construction.

325. Have you made no valuation?—I have been into the matter with the accountant, and we can give no information at all reliably on that.

326. The three are in one?—And added on to that there is the Hawthorn line; that we purchased from the Hobson's Railway Company.

327. Do you keep them as you got them, adding what you expend—what was the cost of those lines?—About £1,200,000, and we have added on fully £800,000 to that.

328. What is your debit now?—About £2,060,000.

329. Have you a profit and loss account of those three running together?—No.

330. You got them first *in globo*?—Yes.

331. Have you not continued them *in globo*?—Up to 1892 we kept the revenue and expenditure on the Hobson's Bay Railway apart from the general revenue on all the lines in Victoria. Since that time, we have merged them with the Victorian Railways as a whole.

332. What a gigantic muddle that must be, if we cannot get any particulars?—I have given you the information asked for in your letter.

333. If I understand, you have got them all right from the Hobson's Bay Company, and the capital cost, and have added to it; but you cannot tell us how they are doing?—We cannot do that, unless we get out all the information, treating the Hawthorn lines as well as others.

334. I do not know why you keep books, unless for such questions?—If you had been Minister of Railways at the time, you would have seen this point. Take the Hobson's Bay line—we purchased those lines for the principal reason that we were making the Gippsland line; and, instead of making a separate line, which was proposed, we thought the best thing was to buy the Hobson's Bay Railway. Then we could make our junction at South Yarra. For those lines we have had to spend a large amount on a new bridge across the Yarra, near South Yarra, and we have added to the cost of the lines very much.

335. That may be true; but we want to know what has the Gippsland line to do with a man travelling on the Hobson's Bay system?—If we took that out, the work that would be involved in it would be very large. For instance, for every passenger who travelled to Gippsland the Hobson's Bay line would get a mileage proportion. It would be a great work to take that out. It is not only the passengers who travel between Melbourne and St. Kilda. We have the information there, and I have given it in those returns, but the other would be a gigantic affair.

336. What we want is the suburban system taken exclusively and individually. What are they doing. Is it profitable or not. Cannot you give it in the aggregate?—Your letter asked for information as to the Melbourne to St. Kilda, Melbourne to Port Melbourne, and Melbourne to Brighton.

337. The letter says—"The capital cost of each of the following lines." Have you given that?—No.

338. "Melbourne to Port Melbourne"?—No; no capital cost at all of either line.

339. "Melbourne to Brighton"?—No; the accountant informs me it is impossible to take it out that

way.

340. *By Sir Arthur Snowden.*—Great alterations have been made in the Hawthorn line since it was taken over?—Very great.

341. If we included in the questions the whole of the lines taken over from the Hobson's Bay line, and included the Hawthorn, could you give it then, for all the lines taken over from the old company?—I have no doubt we could do that. It would take some time to do that; but I do not think, for the purposes that you are engaged on, it would be any advantage for you to know anything about the capital cost of the line, because the money is spent, and if you are going to make any comparison between the electric cost of traction and steam, you have here the expenses by steam.

342. *By the Hon. the Chairman.*—Nothing will do us but an answer to the question. I do not know why you keep books, if you are unable to answer an ordinary question like that. What is the whole staff of the railway for. Who is responsible for this?—The accountant. I was accountant for years, up to 1891. After that Mr. Singleton was accountant; and now Mr. Reid, who was taken from the Hobson's Bay Railway.

343. Who is responsible for muddling it so that we cannot get information?—If Mr. Reid had been well, I would have asked him to come up, because he could explain more fully than I the reason why the change was made in not keeping the Hobson's Bay Railway separate in the time of the company.

344. *By the Hon. J. H. Abbott.*—Supposing the question was altered to include the whole of the properties bought from the Hobson's Bay Company, including the Hawthorn, you could give that?—Yes; but even with that, look at the improvements we have made between Melbourne and Richmond. We have quadrupled the lines there. When we purchased, there was only a double line. Would it be fair to debit the Hobson's Bay line with that cost, which is to provide for the extensions beyond Hawthorn and the Gippsland line? That would not be fair to the Hobson's Bay Railway.

345. *By the Hon. E. E. Smith.*—It seems to me it could be separated this way: There is what is called the Stony Point line, the Gippsland line, and one other line. Each one of those runs on separate rails into the city?—No; Stony Point and Oakleigh run over the South Yarra line.

346. You could take them at the mileage rate easily?—You could not do that.

347. It seems to me you could take the number of miles over which the railway runs, and debit each system to it where each terminus is?—Take the St. Kilda line, which is almost a level line, about $3\frac{1}{2}$ miles; you would not put the same cost to that as to the others.

348. The difficulty arose from this, that part of the suburban system was extended into the country?

—Yes.

349. The St. Kilda did not do that?—No; there is no extension there yet.

350. I say if a line is extended through, say, from Bairnsdale to Melbourne, and if you take the number of miles over which it extends, and charge each section for the line into town; an engineer could put you on the way of doing it, and tell you whether it should be done on a mileage basis?—I am afraid an accountant could not do it; but the Committee can call Mr. Reid, our accountant.

351. *By the Hon. the Chairman.*—If we have called the wrong man that can easily be corrected, but we want from the Railway Department answers to the questions put; and it is impossible to be satisfied with the answers you have given?—But supposing we never had the information, how can I give it to you. For instance, we have never had what the cost of the Melbourne to St. Kilda, or the Melbourne to Port Melbourne line was. The other point is that when we purchased the Hobson's Bay line there was a loop line from St. Kilda to Windsor, that has all been taken up. That would have to be written off.

352. You cannot write off, if you have no account. I can only say I am utterly astonished at the reasons you give for not supplying the information—we must have it, whoever gives it. It is a question which should be easily answered, unless you keep no books at all. What on earth are you all there for?—The railways are over 3,000 miles, and you know how many branches; and if we kept an account of one we would have to keep all, and you would have to keep a staff of clerks that would astonish you, that would take up all the buildings we have now. The clearing house at home takes the sections per passenger run over the different lines. That is for the revenue alone, and takes quite an army of clerks to do it.

353. *By the Hon. S. G. Black.*—We want the total revenue—you do not give the goods. In the Port Melbourne line, you say that is a very considerable item?—Yes; we can give that if you want it. We did not think at the time that the goods would be required.

354. The question may arise in the event of the alteration to electric traction, whether part of those goods would not have to be carried by them?—You did not ask for the tonnage. We thought you wanted to make a comparison only as to passengers.

355. *By the Hon. E. E. Smith.*—The original cost for the Hobson's Bay lines of £1,200,000 has been added to, and now stands at £2,060,000—I take it that the difference is for improvements on the line?—Yes, and additions.

356. Has that anything to do with the rolling-stock;—No; the capital cost of the whole of the lines, £1,200,000, included the stock we took over from the Hobson's Bay Railway.

357. That is outside the capital cost?—Yes.

358. Then really when you give this as the capital cost it does not make it a running line, but the fixtures without the rolling-stock?—All the stations and the line. If the Chairman will come to the Railway Department and see the books, I think we may find some way of meeting the Committee as to the details required.

The witness withdrew.

Adjourned to to-morrow, at Two o'clock.

WEDNESDAY, 2ND OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
The Hon. F. Brown,
The Hon. S. G. Black,
The Hon. Walter S. Manifold,

The Hon. E. Morey,
The Hon. E. E. Smith,
The Hon. Sir A. Snowden.

James Hamilton Reid, examined.

359. *By the Hon. the Chairman.*—What are you?—Chief accountant of the Victorian Railways.

360. A Committee of the Legislative Council inquired into the subject of electric traction in the year 1898. Mr. Kent was called and gave this evidence:—*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 mileage is involved. 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. 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. 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. 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." It is necessary that we should get, at any rate, some information on these questions that have been hung up since December, 1898; what can you do to assist the Committee in obtaining this information?—I may say at the outset that I agree with what Mr. Kent has said there. I do not know that I ever heard the evidence before, but it is perfectly correct. We do not now keep, nor have we for years past kept, individual lines, belonging to the suburban system apart in our books. We used to keep the Hobson's Bay

section apart, but Mr. Speight, I think, reported upon the impracticability of keeping the lines in separate sections, and the system was abandoned. Of course, you can all understand how very difficult indeed it is, in fact, how absolutely impossible it is to keep the cost of individual lines accurately, separate from the others. For instance, take the line from Melbourne to Essendon junction, and consider what would be necessary to keep that section by itself. Consider the enormous country traffic, and foreign traffic that travels over a line like that, though it is a portion of the suburban system. If we were to try to keep the whole of our suburban lines in sections, or the whole of the lines in the colony in sections, we would need a clearing house, such as they have in London, and we would require a lot of clerks, tolling the traffic. For instance, when a man bought a ticket from Melbourne to Serviceton, the fare paid would have to be treated in this way—it would have to be tolled in mileage proportions over the line from Melbourne to Geelong, Geelong to Ballarat, Ballarat to Ararat, Ararat to Stawell, Stawell to Horsham, Horsham to Dimboola, and Dimboola to the South Australian border.

361. *By the Hon. F. Brown.*—Each ticket would cause all those different entries to be made?—Yes, each ticket, every ton of goods, and everything we carry would require to be apportioned on the mileage basis over those various lines; those are the sections which are authorized at different dates by Parliament. Instead of that we simply give the line, as a whole, from Melbourne to Serviceton. It is just as feasible to tell you how much a line earns between mile-post 80 and mile-post 120, as between one station and another station. It can necessarily only be an approximation. Of course, we get out approximate statements; we have a return in our Annual Report showing a number of non-paying lines. This is got out after an immense amount of trouble and work, and it is only an approximate return. You have to bear in mind, also, the difficulty there is in connexion with the apportionment of what may be called terminal charges and general charges—how much of my salary is chargeable to the suburban lines, and how much of the Commissioner's salary is chargeable; we would have to toll that. We would have to allocate to every individual line a proportion of the general charges. The same thing holds good with regard to rolling-stock; the rolling-stock is common to a great many lines, and how are we going to apportion the amount debitable to a specific section of a long line?

362. *By the Hon. the Chairman.*—Where do you issue a ticket to Serviceton?—At Spencer-street.

363. What has that got to do with the Essendon line proper; you do not stop, you go straight on along the line from Spencer-street?—The Essendon line is worn by the carriage of country as well as suburban traffic.

364. For the purposes of this Committee we have nothing to do with the ticket to Serviceton; there is a distinct suburban traffic, not only on the Essendon line, but the Coburg line, and the Richmond line, and the St. Kilda line. Each of them has monthly tickets, each has its own specific time-table, and under a reasonable commercial management these matters could all be adjusted. We do not require anything but a reasonable approximation of the suburban trade on some general principle, whether it be for 7 miles, 8 miles, or 10 miles. As to the extra tolling of those lines for goods and other things, that does not affect the question; you can toll them or not as you like. We want the suburban business as a business which is clearly defined morning and night by the tickets issued?—There is nothing to prevent us giving you the revenue, but you ask also for the expenditure; you ask for the capital, and you want a profit and loss statement brought out for each of the lines for suburban traffic, pure and simple; but most of our suburban lines are factors in earning the country revenue, and we would have to eliminate from the suburban lines the whole of the country traffic.

365. We appreciate the difficulty of obtaining that exact knowledge; but if you take the Coburg line, or the St. Kilda line there would be no difficulty in your treating it as simply a suburban system, crediting it or debiting it with anything special or extra?—I am anxious to help the Committee in every possible way, and sympathize with the proposal to introduce electric traction, if practicable.

366. We want a complete approximation of all those lines known as suburban lines, and if it is not absolutely accurate, if it is even approximately right, that will have to do?—If the Committee will put down exactly what they do require, I will be able to say, so far as the Accountant's Branch is concerned, what we can do.

367. *By the Hon. E. E. Smith.*—If it is possible to separate the traffic where a ticket is sold to Brisbane or Adelaide, it surely is possible to do it with a local railway. Suppose the suburban radius belonged to myself, and the extended lines wanted to use the suburban system, I should think I could make an arrangement with those lines to run over mine, and get a fair idea of both traffics?—The most of the information required by the Committee is in the return which has been laid before them, with the exception of the capital cost.

368. *By the Hon. S. G. Black.*—We have no return of the goods traffic for the Port Melbourne line, and the goods on the Port Melbourne line are an important item in its revenue?—This return was interpreted as applying to passengers, but if the goods revenue is wanted for the Port Melbourne line, I will see if it cannot be got out approximately.

369. *By the Hon. E. E. Smith.*—We want the cost of running those lines, and the income from them?—For suburban business only.

370. Yes, this is an inquiry into the subject of electric traction railways; we want to show the advantages of one system over the other, and we cannot do that without figures?—No, but I want to know exactly the class of figures you require.

371. *By the Hon. the Chairman.*—Are you able to answer everything except as to the capital cost?—Only to give an approximate estimate. The traffic auditor tolls the revenue. I take no responsibility whatever for the revenue.

372. Your statement will do if it is approximately correct?—It is an estimate. As to the capital cost of each line, I ought to know something about that. I was the Hobson's Bay Company's cashier, and was taken over by the Government when they bought the lines. I may say the Hobson's Bay Company itself did not make any attempt to apportion the capital cost of over the individual lines.

373. How many lines did the Government buy?—Port Melbourne, St. Kilda, Brighton, and Hawthorn—16½ miles of line.

374. What did the Government pay for them?—£1,330,030.

375. Were those lines separately valued by the State?—They were valued as a whole.

376. There is the foundation for your capital value of these lines?—Yes, for the lines as a whole.

377. That is to the debit of the Hobson's Bay lines?—Yes, that is the first entry the Government made in connexion with the Hobson's Bay lines.

378. When the Government improved those lines, to what did they debit the expenditure; was it debited to the maintenance account or the capital account; have you a maintenance account on those lines?—Yes.

379. Do you use your maintenance account for the annual up-keep only?—It is for the annual up-keep only.

380. What goes to the capital account that you have made an entry for?—Additions to the property.

381. Do you debit new rolling-stock to that account?—We do not debit rolling-stock to any individual line at all; we debit rolling-stock to rolling-stock generally, because we do not keep it for any particular line.

382. You break off there; having made that foundation entry of the capital account, you break off with rolling-stock; you do not debit it with its own new rolling-stock?—We do not. The Hobson's Bay lines were purchased in 1878; the Government paid £1,338,030 for them; that was for the lines and rolling-stock together, the whole undertaking. It was estimated that the value of the rolling-stock at the time of purchase was £153,000. The first entry in the books of the Department was this amount of £1,338,030. The then accountant decided, in conformity with the usual policy, to eliminate rolling-stock from this, and charge that amount to the rolling-stock account, so he reduced the amount appearing to the debit of the Hobson's Bay account in the books by that sum. I may mention that as soon as the Hobson's Bay lines were purchased, it was found absolutely necessary to put them in a thorough state of repair, the public would not accept from the Government what they would accept from a private company. The amount to the debit of the Hobson's Bay Railway at present is £2,064,330.

383. Have you regularly debited that account with all these things up to date?—Yes, exclusive of rolling-stock.

384. Now the other lines can be eliminated in the same way. The Essendon line was bought for £30,000 or £40,000 from a private company; can you not get into a capital account the other lines in the same way?—I think it is almost impossible. I have given you now certain figures; I have told you that the Hobson's Bay lines stand at £2,064,330; that is an average per mile of £125,211.

385. That includes everything in the shape of alterations, bridges, and new works?—Yes; but no maintenance works.

386. No accumulated losses?—No, that is the naked capital account; it includes such things as new Falls Bridge, raising the Richmond station at Swan-street from the low level to the high level, and it includes the raising of the St. Kilda line over the Sandridge-road, and all that sort of thing. How can I give you how much 2½ miles of that system stands at in the capital account? When you ask for the cost of the Port Melbourne line the whole of these facts must be borne in mind.

387. You can give us the aggregate?—Yes, I have got that for you. I have given a little information here showing that in 1884–5 the Hobson's Bay lines paid on their capital cost 6·43 per cent.; in 1885–6 they paid 7·01 per cent.; in 1886–7, 7·37 per cent.; then there is only 1·33 per cent., that was owing to the Windsor accident; then it went up to 10·38 per cent., that was in the Exhibition year; then it went to 8·15 per cent., 6·64 per cent., 5·82 per cent., and 4·75 per cent.

388. *By the Hon. Sir A. Snowden.*—Does that estimate of profits include the interest on the capital account?—That is the rate per cent. that the railways pay on the capital.

389. It is not the percentage over the actual yearly working expenses?—That is the net profit on working; it gave so much interest on the capital.

390. *By the Hon. S. G. Black.*—You have to take the interest on borrowed capital out of that, it is not a clear profit?—I have got down that the line paid 6 per cent. in one year; it is possible that at that time we were paying 4 per cent. on loan moneys; if so, the profits was the difference between the amount we paid for the loan moneys and the amount we earned.

391. What is the system of writing off worn-out rolling-stock?—All worn-out rolling-stock is chargeable to working expenditure; that is its replacement is chargeable to working expenditure.

392. *By the Hon. the Chairman.*—Does that apply all over the lines?—Yes.

393. *By the Hon. E. E. Smith.*—Does it apply to new rolling-stock?—No, if it is an addition to the stock it is charged to capital. If it is to replace rolling-stock broken up it is charged to working expenditure.

394. Your capital is always increasing; there is no depreciation account?—No.

395. The railways do not consider there is any depreciation going on?—There is depreciation going on, but there is no such account. The books are kept on the double account system; that is the system adopted by all the English Railways and other railways, in which the whole of the stock is supposed to be maintained up to its original value out of working expenditure.

396. *By the Hon. J. H. Abbott.*—That is supposed to be the best system?—I think it is, although personally I would like to see a reserve fund established. In the Hobson's Bay Railway we had a reserve fund, and I would like to see one established with our railways.

The witness withdrew.

William C. Kernot, M.A., examined.

397. *By the Hon. the Chairman.*—You were examined in December, 1898, on this subject. At that time the Legislative Council had charged the Committee with the duty of investigating the question of electric traction on our railways. The Committee were unable to have their report adopted, which recommended, after exhaustively considering the subject, that a trial should be made on three lines, viz., the then proposed Collingwood line, the St. Kilda line, and the Port Melbourne line. On asking the House to adopt our report, the House thought it better to again call witnesses, and give them an opportunity of bringing their evidence up to date, will you favour us with your opinion on the proposed experiment, and as to whether those would be the best three lines, and with your views on the question generally?—Do you desire to hear anything as to what I have seen during my recent tour?

398. The last time you gave evidence you had not very long returned from a tour, and you were somewhat doubtful as to the existence of any real electric railway. Since then you have travelled again, and we will be glad to hear if you have anything new to say, or anything to add to your former evidence. What do you think of electric traction as applied to a suburban system, such as ours, say, within 10 miles of the Melbourne Post-office?—I think it is a thing that is coming, but I should advise making haste slowly. I have not visited America this trip, so I do not know what they are doing there, but in South Africa, Paris, London, some English cities, Berlin and Vienna, I have had opportunities of seeing how things are progressing. In Paris, which I reached first, I found apparently a very successful underground electric railway running about 5 miles through Paris, from one end to the other. It was in a tunnel, which might be called a surface tunnel, that is the tunnel was generally close to the surface of the ground, so that you approached it by staircases not by lifts. It was one tunnel containing a double line of railway. On this were running, at intervals of a very few minutes (I think less than five minutes) trains generally of about four carriages each, the front carriage being the motor carriage. All the carriages carried passengers, but the front was the motor. The stoppages were from two to three in the mile, and the service was fairly rapid. I should think, though I had not any exact means of measuring, that the speed was 20 miles an hour at least during the greater part of the journey. The line was only just completed, in fact, some of the work was not finished when I saw it, but the exhibition being on, it was crowded with passengers, and, I should think, must have been paying remarkably well. The fares were exceedingly low; there were two classes, and in the second class, I think, it would amount to about 1½d. to go from one end of Paris to the other; in the first class it was a little higher. I did not see the power-house through want of time. The current was carried by a third rail, similar to the ordinary rails, but where it passed through the stations it was painted red, so that people might know not to touch it, as it would probably give them an uncomfortable shock. The passengers need not touch the red rail, because the platforms were as high as on our suburban stations, and the passengers had no occasion to cross the line. It seemed to me that this was a very favorable example of the underground electric railway, but as I say, it was quite new; that was this month last year.

399. Did you see the one not long open between Paris and Versailles?—I heard nothing about that.

400. There are six stations and a tunnel?—That is absolutely news to me.

401. Did you travel from Paris to Versailles?—Not this time; I heard nothing about that line, and it seems very strange to me, because I was amongst engineers and people interested in those things all the time. One of the main railway systems of Paris, I think it was the Orleans system, had extended its line from the original station, a mile or so further into the centre of Paris, and at the Quai D'Orsay, which is close to the Louvre, the very centre and best part of Paris, they have built a railway station which for architectural beauty exceeded anything that I saw anywhere else. The interior of the station was adorned with fine fresco paintings of the principal towns on the route. No steam locomotive was allowed to enter that station—a steam locomotive would have spoilt it all in a few days. The trains were brought in by electric locomotives, which, I understand, replaced the steam locomotives at the old station. The electric locomotive both in Paris and London is usually a double bogie vehicle, with the electric motors in all the axles. Being a double bogie it goes round curves easily, and having electric motors on all the axles each wheel is utilized as a driving wheel. Those locomotives are made of considerable size, up to 40 or 50 tons weight, I understand, and they appeared to me to be quite as powerful and swift as ordinary steam locomotives. They were usually fitted with an air-brake—they apparently have not managed to get a satisfactory electric brake. The exception was this *Metropolitaine*, this underground railway from one end of Paris to the other, where they have the motors on the front carriage.

402. How did they get the electricity?—In some cases from a third rail, and in some cases from a bar overhead. I noticed in the one in the Quai D'Orsay there was a bar overhead.

403. Would they have a time table with the locomotive similar to the ordinary railway?—Yes, working just in the ordinary way.

404. *By the Hon. S. G. Black.*—Did they have signalmen and so on?—Yes, everything just as with the steam locomotive; in this case there were full-sized carriages.

405. *By the Hon. the Chairman.*—Are you aware that last February Paris let, in various contracts, to the tram system, another 33 miles of street electric lines?—I have not heard that, but there were plenty of ordinary street electric tramways in Paris; that would not be a large amount in a place the size of Paris.

406. Are those lines overhead?—The electric street tramways in Paris that I saw were of the usual kind with the overhead wire as they have in Sydney, Hobart, Brisbane, and Perth.

407. How far would they travel for one fare?—I cannot say exactly; I did not travel by them very much, but my recollection is that the fares were pretty low; you paid something like a penny or twopence and got a good long journey.

408. Would it extend to 5 or 10 miles?—I never travelled anything like that distance by them in Paris, I had no occasion to.

409. *By the Hon. E. E. Smith.*—Was it a uniform fare; if you travelled 1 mile would you pay the same rate as for 10 miles?—In the *Metropolitaine* it was the same rate right through, but that was for only 4 or 5 miles. The London twopenny tube gets its name from that; it is all one fare.

410. *By the Hon. J. H. Abbott.*—Did any of those lines carry goods?—No, only passengers; they were purely passenger railways; the goods were still drawn by steam. The *Ceinture* railway was running in the same way with passengers and goods with ordinary steam locomotives. There was a tremendous traffic up to the Exhibition, but it was all steam; the electric locomotive is still the exception.

411. *By the Hon. the Chairman.*—Did you visit any of the provincial towns?—Not in France; I was not in any town in France except Paris.

412. You were in Berlin?—Yes; in Berlin I found a considerable number of electric street tramways with the overhead wire, and in one case there was an electric street tramway with an underground conductor; there was a slot similar to what we have on the cable trams here, and an arrangement that went down into the slot and picked up the current from the tunnel below, which, of course, meets all the æsthetic objections to the overhead wire, and suggests a possibility to Melbourne that might be of value—that is the changing our cable trams into electric trams, with the wire in the tunnel. As for electric railways,

in Berlin I found a very fine overhead railway that was rapidly approaching completion, and which they told me would be opened about the end of the year. I was in Berlin last January, and they told me that they expected to be running by the end of the year. This electric overhead railway had no connexion with the ordinary railway; there were three branches of the overhead railway.

413. They call it a street railway?—Yes, but it is not a street railway; by that they simply mean that it is carried along in the streets like the elevated railway in New York.

414. *By the Hon. J. H. Abbott.*—That is to save room?—Yes, that is all. It was all worked, or was to be worked, from one central power-house, where they were erecting the engines. I cannot tell you very much about this railway. I did not see any of the rolling-stock, and as it was not to be opened for some time, there was little experience to be got from it. I was in the power-house; the power-house was finished, the coal bunkers and boilers were in place, and the engines and generators were being erected.

415. Has it been opened since you were there?—I have heard nothing further, but they said it would be opened about the end of this year; they were spending a great deal of money and doing some very good work indeed.

416. *By the Hon. E. E. Smith.*—What system was it on?—The works were so unfinished that the means of conducting the electricity were not in evidence. The power-house was designed on a very excellent system; it was a lofty building, and the coal was taken up to the very top, from which it gravitated to the boilers automatically. The engines were placed in the bottom storey, so as to get a solid foundation.

417. *By the Hon. the Chairman.*—What fuel did they use?—Coal, I believe.

418. What was the price of it?—I cannot say.

419. Was it a low quality of coal?—There was no coal there when I was there.

420. In New South Wales they use slack, and they plunge the slack into water at the bottom of the power-house. The evidence that we had was that the engines are worked with coal delivered from the Newcastle railways at 4s. 4d. per ton, large coal being delivered to the Government at 6s. 4d. Mr. Arnott said you can use inferior coal in the power-house which you cannot do on a locomotive engine?—That is so. As the question of coal has been raised I might mention a visit that I paid in South Africa to Brakpan, about twenty miles or so from Johannesburg, where there was a coal mine and an electric generating station. The unsaleable coal, that is not worth sending away by rail, was burned in the electric station, producing electricity, and this electricity was transmitted at 10,000 volts on the three-phase system to Johannesburg.

421. *By the Hon. E. E. Smith.*—How far is that?—It certainly went more than 20 miles; there was about 4,000 horse-power of electricity carried through very small conducting wires; simply like a rather heavy telegraph wire. That was an instance of putting the generating station at the mine, and burning up the coal that would not pay to carry a distance. No doubt that will be done in the future to a very large extent.

422. *By the Hon. the Chairman.*—That opens up a large question with regard to our own coal mines?—It does. Reverting to the electric railways in London, I found that the old City and South London Railway, that I had seen ten years before, and still running, and apparently doing good service, that a second line had been made from the Bank of England to the Waterloo railway station, and a third line, which was the most important and the most famous, had been run from the Bank under Holborn and Oxford-street out as far as Shepherd's Bush. This third line was known popularly as the Twopenny Tube, because there is one fare, 2d. You pay 2d. when you go in, and you may travel the whole length of the line, or only to the next station. There was only one class and one fare. I travelled on that Twopenny Tube frequently. All the machinery was very much more massive than on the *Metropolitaine* of Paris. The speed seemed to me to be rather higher. I believe that they travel from 30 to 40 miles an hour between stations, and average about 15 miles an hour, including all stoppages, which for a railway with stations less than half-a-mile apart is a very good result. The carriages on the Twopenny Tube were extremely comfortable, nicely cushioned, and well appointed in every way. The locomotives were of this type—[*producing a photograph*]. The line itself was laid in two cast-iron tunnels, very much like some of our sewers here. They have adopted a system which I have been advocating for twenty years past, of making the stations at a considerably higher level than the rest of the line, so that there is a heavy dip at each end of the station, the effect of which is that you start the train by gravity and stop it by gravity, so you save a great deal of engine power in starting, and in stopping you save the wear of the brakes. That, of course, could be done there easily, because, being in a tunnel, they could make the tunnel any depth they liked. The stations themselves averaged 60 to 70 feet below the surface, and access to them was by large lifts worked electrically, lifts containing 40 or 50 people, equal to a room 12 feet square or more. The worst part of the Twopenny Tube was its permanent-way, which apparently was not in a satisfactory condition; there was a good deal of hammering at the joints. There was a great deal of complaint in the West end of London about the vibration, and at the time I was in London they were appointing a committee of leading scientists to investigate this vibration, and see if anything could be done to stop it. The vibration was said to be rendering many houses uninhabitable. I stayed myself in a hotel just over the Twopenny Tube in the East end of London, and I did not know when the train passed, but there I believe it was in London clay, while in the West end it was in some other formation. The old Metropolitan Railway in London that has been worked by steam for the last twenty years or more is contemplating changing to electricity. They have been experimenting in one part of it, and I saw the third rail there. When I was there they were discussing as to which particular system they were to adopt for the general electric working of the line. I believe the conflict was between the American system and Ganz and Company of Budapest. How it has been settled I do not know. In Leeds I found a very good system of electric street tramways. In Glasgow they were just installing a very large system of electric street tramways with overhead wire, and in Capetown I found the same thing.

423. *By the Hon. J. H. Abbott.*—Similar to those in Sydney?—Yes. I think those are about all that I observed on my trip. It seemed to me that as far as Europe is concerned, the electric railways, so far, are of comparatively small extent, are purely passenger railways, and are not in connexion with any large general locomotive system. The alteration of the Metropolitan in London, when it comes off, will be the first example of changing a full-sized locomotive railway into an electric railway, in my experience.

It seems to me that our wisdom would be to carefully watch that experiment before making an alteration. I think we are very well off at present; we have a well-equipped suburban system, with remarkably low fares; the fares are astonishingly low compared with those in London. I have paid more to travel 3rd class in London than 1st class in Melbourne. I know of no place where the suburban fares are so low as in Melbourne, and I think every one will admit that the service is fairly comfortable and extremely punctual, and in those circumstances my feeling is we should not be in too great a hurry to alter, but should watch carefully what is done elsewhere, especially what happens to the Metropolitan in London, which is now about to be changed.

424. *By the Hon. the Chairman.*—Do you agree with those witnesses who say that we have completely passed the experimental stage in electric railway traction; that it is a better system, a more economical system, and a system that suits wherever it has been tried?—I think I would hardly go so far as to say that, from what I have seen.

425. Do you think that we should begin now to experiment; the recommendation of the Committee was that the experiment should be made with the St. Kilda, Port Melbourne and Collingwood lines; would you agree that those would be the best three lines to begin with?—The St. and Port Melbourne lines have the advantage of being very level; there is no difficulty with grades on them. The Collingwood line is more hilly.

426. Do bills make any difference in an electric system?—I think so, although undoubtedly they are working fairly steep grades on the electric method now, but on any system whatever the level line is the easiest one.

427. As Professor of Engineering at the University you are acquainted with the young men who are coming forward as engineers; have we in the colony to-day any number of young men, educated, and capable of taking this work in hand; does the University do anything at all for this kind of teaching?—The University does something in this way; the University gives to such engineering student passing through it a certain amount of general knowledge of electrical engineering, but it does not, and cannot so far, give information as to all the mechanical details of those systems. If we proposed to make such an experiment as you suggest we certainly ought to avail ourselves of the best European experience, and have some one to guide us who has actually been in the work in some other part of the world.

428. Would it be necessary to equip the University with a Professor of Electricity, or are we competent to teach and send our young men out, without the importation of some one?—I should say if electrical work increases to any great extent in this country, and if funds were available, it would be a very good thing to have further teaching in electrical engineering, and have a new degree in the University, but I hardly think the time is ripe for that. Out of some hundred or more engineering graduates in the University, I know of only three who are using their electrical knowledge.

429. Would we be able to get from any of our University students, or any of our own men, such a statement as we got from the city electrician yesterday; the approximate cost of equipping the St. Kilda or Port Melbourne lines with any of the three methods known as the third rail, the overhead and the underground conduit system?—The only way to ascertain those facts would be to communicate with the people who supply those things in Europe or America.

430. I ask you, as a gentleman knowing all about the University, have we any young men here who could solve such a problem if it were submitted to them?—They are hardly sufficiently developed for that. A student leaves the University at the age of 22 or 23, and you could hardly expect much responsible work from him at that age.

431. He is not equipped with sufficient electrical knowledge to enable him to do that simple work at St. Kilda or Port Melbourne?—That is rather a complicated work. He has a general knowledge that will enable him to read up on the subject, to communicate with Ganz, of Budapest, or Siemens and Halske, of Berlin, and to know within a little whether what they tell him is true and reliable or not.

432. I have a paper before me giving the particulars of a proposed electrical railway from Berlin to Hamburg. In Germany they are discussing putting into execution a vast plan of an electrical network, beginning with the line from Berlin to Hamburg. They expect there will arise with the electrical railway a prodigious amount of traffic, which will never be reached by the ordinary steam railway. This paper says the service will begin from each end at six o'clock in the morning and continue until midnight, the trains running every ten minutes during the busiest hours. Each train will comprise a single carriage of 60 places, sufficient to transport 360 passengers in the hour, with a total movement of 11,500 passengers per journey of six hours in the two directions, amounting to 23,000 with trains every five minutes, and 69,000 with trains every three minutes. The total establishment of this line, which is quite independent of all existing lines, is to be 175,000,000 francs?—I remember many years ago reading the account of a similar railway between Chicago and St. Louis, but I believe it does not exist yet.

433. This tremendous undertaking makes ours look exceedingly small—this undertaking between Berlin and Hamburg involves £7,000,000?—Ours is undoubtedly a small one compared with that.

434. Would you advise us to go heartily into this experiment?—I think I should advise waiting a little, until we see more of what they do in England.

435. Did you inquire into the economical phase of any of these undertakings?—I have not any exact statistics at hand—I could hunt up statistics from the literature of the subject.

436. We are informed that there is a saving in coal at the power-house in the ratio of 2 to 5; 2 at the power-house is equal to 5 on the engines?—That, I presume, was on the Sydney tramways.

437. I think Mr. Arnott said 2 at the power-house was equal to 7, is not that a tremendous advantage?—Undoubtedly it is an advantage to save coal, and I think it is probable there should be a saving of coal by having electric traction instead of steam; but, on the other hand, I think you will find the cost of the coal is a very small fraction of the cost of running a train; in fact, even if you could run the train without using coal at all it would not make any enormous difference in the financial condition of the railways. I think, taking the railways all round, coal costs about one-twelfth of the total cost of running a train, so even if you could save three-fourths of that it would not be a great deal, and I hardly imagine you would save as much as that. You might save one-third of the coal, and use coal one-third less value per ton. I think that would be a reasonable anticipation, thus reducing the cost of the coal about one-half altogether.

438. In view of the revolution on the Continent, are you not disposed to think that we are getting a little antiquated?—I do not see this enormous revolution on the Continent. I found they were just beginning to make their first experiments, and their work at present is so new that the exact cost of it cannot be ascertained.

439. Where are the limits of our waiting; you asked us in 1898 to wait; how long are we to wait?—London has a suburban system vastly larger than Melbourne, and London is now just beginning to alter the first steam railway to electricity. They are just about to do it; they have not done it yet. In Glasgow, Manchester, and Birmingham, I see no signs of their changing their suburban systems yet.

440. Should there not be more limit to our waiting?—The question is, do we desire to go ahead of England? England has had experience in the case of the Liverpool Overhead, and the City and South London, for ten years in electric railways. There have been two good lines running for ten years, and now, quite recently, they have the Twopenny Tube, and they are making several others in London, but none of the old steam railways, as far as I know, or have heard, have been changed to electric railways yet. If you go to London, Birmingham, Glasgow, Manchester, or other cities of the same size, or bigger than Melbourne, you find just the same suburban service that we have here, but at higher fares.

441. Your final advice to us is not to proceed; we should not go on with this little experiment?—I should like to know, before we go further, how the Metropolitan in London works.

442. *By the Hon. E. E. Smith.*—We are told that the overhead system could be adopted on the St. Kilda line for £30,000 or £40,000?—Including power-house?

443. Yes, it is only a short line. If it could be done for £40,000, and we could get one of those leading firms to undertake it it could be done in about two years I suppose?—I should think so.

444. That would not necessarily interfere with our reverting to the old system if we wanted to; you could use both steam and the electric motor on the same line?—I do not see why not, except that possibly the extensive use of the steam locomotive might have some injurious effect on the insulation. You might fill up the insulators with soot, and so forth, and the insulation might suffer, but the occasional passage of a steam locomotive I do not think would do any harm.

445. If one of those firms would undertake to do the work for £40,000, would it not be worth trying, seeing the great success the use of this traction has been in Brisbane and Sydney?—Would not the more natural inference be to alter one of the cable tramways?

446. The Government have nothing to do with the cable tramways?—On the St. Kilda line there is at present a ten-minutes service during the busy times of the day. You would replace that probably with a five-minute service of electric cars.

447. Perhaps oftener than that, and with a higher speed?—I think it is perfectly possible. I cannot see at present that there would be very much saving in money in the ordinary maintenance. It would mean throwing out a certain number of locomotives; possibly use might be found for them elsewhere. Of the total cost of running a train, the actual cost of propulsion is not a very large part, so I do not see that with trains of the present character it would make such a great difference.

448. From the evidence the advantages are in centralizing the power, drawing off exactly what is required, and not having to shunt?—I do not understand that.

449. By having a motor at each end of the car?—You would have a single car?

450. Not necessarily—each car might have a motor at either end—if you use three cars one motor drags the whole train?—Then you are carrying a great deal of unnecessary weight; those motors are very heavy.

451. The motors in Sydney are not very heavy?—They do not go at a high speed.

452. They could go much faster than they do were it not for going through the streets; it is not a fenced-in line?—It seems to me that great experiments are being tried in other parts of the world, and it would be our wisdom to wait a little. If we adopt a system now we may find two or three years later that it is not the best system. We are not badly off at present; we have a suburban railway system of a very satisfactory character, and with remarkably low fares.

453. You say the fare from one end of Paris to the other is only 1½d.; how many miles would that be?—Four or 5 miles, second-class, on the Métropolitaine. The fares on the ordinary suburban railways round London are much higher than ours.

454. Do you not think if you practically do away with the time-table you will increase the traffic very much; if you could run a five minute service instead of a ten minute service would there not be a great increase of traffic?—I am not very sure. The advantage of a five minutes service as against a ten minutes service would be considerable on a journey of only 3 or 4 miles, but it would not be much on a journey of 10 miles, where you take half-an-hour on the journey.

455. I am referring now particularly to the St. Kilda line?—Probably it would lead to abstracting traffic from the tramways, and bringing the people back to the railways to some extent.

456. Is it not always the case that the greater the facilities the more people travel?—No doubt there is a tendency that way—the only question is how much?

457. *By the Hon. S. G. Black.*—Are not the conditions in London so different that even supposing they were a success there, it would be no criterion to us that there would be a success here. In London the conditions are unfavorable to steam owing to its being an underground railway?—Undoubtedly. Assuming the cost of the two systems is practically the same, the inducement to change on the London and Metropolitan is greater than our lines, where the nuisance from smoke and steam is very much less. On the other hand, what I meant was that if we had the experience of a year or so of the working of the Metropolitan in London electrically, it would give us information as to the cost, which would be very valuable in indicating to us whether it would be advisable to change or not.

458. *By the Hon. the Chairman.*—Are you sure we have not got any one in the University who could make up estimates for us connected with the equipment of the power-house for these lines on the electric system; must we set aside the University, and apply to foreign experts?—There are men who have passed through the University, and have had some years' experience on top of their University training, who I daresay could go into the matter in a fairly capable fashion, but you cannot take the ordinary University student, because he is quite undeveloped—quite unfledged.

459. Is not that an additional argument for our not ignoring the great technical knowledge Germans and Americans possess—are we not losing enormously?—I am not aware that we are. In Germany they

are just beginning to try their first big electrical railway, and they have not got it opened yet, though they have spent an amount of money running into millions. I do not know of any other line in Germany. I am not speaking of ordinary street tramways; this is an electrical railway.

460. What is the difference?—In a tramway you run along the street, and you stop whenever a passenger hails you; you do not have definite stations. It is quite possible that it might be worth while to alter the St. Kilda railway into such a tramway as that; remove the fences, have it all open, and let people get in wherever they liked; it is only the matter of collecting the fares. On a short journey the extra speed of a railway is not worth very much.

461. You have no special equipment at the University that will meet our present requirement?—We have a number of young men coming out of the University who, if they were put under an experienced practical engineer for eight or ten years, would probably be extremely good electrical engineers.

The witness withdrew.

Adjourned.

TUESDAY, 8TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
The Hon. W. B. Gray,
The Hon. F. Brown,

The Hon. E. Morey,
The Hon. Sir Arthur Snowden,
The Hon. E. E. Smith.

Arthur W. Jones, examined.

462. *By the Hon. the Chairman.*—You gave general evidence at the previous Committee as to the cost of fitting the railway lines with electricity—can you add anything new to that now?—The cost of equipping an electric railway or tramway to-day will be somewhat more than the cost as given at the time of my last report (November, 1898). The cost of material is somewhat greater than at that time. There is not a great difference, but the lists I prepared and presented to you in November, 1898, were based on the cost of material at that time; that is the only way in which the figures that I gave at that time would be affected.

463. Could you again sketch out the equipment for the St. Kilda line just as it would occur to you to-day?—You mean bringing the prices up-to-date?

464. Yes?—I figured out at that time that the cost of equipment, presuming it would be run from the power-station at Spencer-street, would be £43,600. Of course the cost of an electric railway or tramway is almost anything you choose to make it. It depends on the character of the cars that you use and on the nature of the power-station, whether you build an expensive brick structure or a cheaper building; but, assuming that you do it as economically as you can, and do not waste money on expensive buildings, but add a shed, or building, or room to the present power-station as required, I should say, with the present prices, that my figures of 1898 (of £43,600) would be probably increased to about £50,000 to put on the latest type of equipments, engines, dynamos, and to equip with the third-rail system, which has been proved since my evidence in 1898 to be a more satisfactory system for a line of this description than the trolley system.

465. Is there anything really new in the equipment that you did not mention at that time?—The motors have been improved since that date; they are better motors than they were then.

466. Generally, what is the change in the two years?—The change in the two years that have elapsed since my last report, as far as the equipment goes, is not at all radical—just minor changes in the style of the motor in various mechanical features which it would be hardly worth while to allude to in detail. They are more changes that would appeal to the mechanical or electric engineer as to the construction of the machinery; but they have been only slight, and the equipment suggested in 1898 practically is the same as that which I would recommend to-day.

467. Then, I take it, for all practical purposes we have gained nothing by delay, except that we have not made as much money as we might have on that line?—No; I think you have gained practically nothing by delay. It is hard to estimate the additional value that the present improved equipment would have over the type which was suggested in 1898. I may say that the plant suggested in 1898 is the same that is now running on the New York, Newhaven, and Hartford system, and on the Nantasket Beach system; but the later roads put in since I gave my report of 1898 are equipped with slightly improved machinery. You have certainly gained by waiting, in one way—you will get slightly better machinery—but in the meantime you have lost your increased earnings.

468. I see you estimate in your summary on the St. Kilda line, equipped and working, a yearly saving of £8,016?—Yes.

469. Are you able still to confirm that?—That depends entirely on what your expenditure is to-day, operating under steam. I do not know that. Your expenditure in operating the line will be practically the same to-day as I estimated it in 1898. If your working expenses have gone down in the meantime, your profit will be less; if your working expenses have gone up, the profit will, of course, be greater.

470. You say here 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; that this equipment will be capable of giving a service of nearly double the frequency of the present steam system, but with shorter train?—Yes.

471. There is nothing to change that?—No. I think that perhaps it would be well to draw your attention to a line which has been equipped since my report of 1898, or just about the time. I did not have the data at that time as to the Chicago South Side Elevated. That line has since been electrically

equipped, and there is some rather interesting information in connexion with it. They started to build the machinery for the line in 1897. It had previously been operated by steam locomotives, but the profit in operating it in that way had not been sufficient to keep the road out of the hands of a receiver, and prior to 1897 it went into the hands of a receiver. At that time the directors of the company were floundering around trying to extricate their road from financial difficulties. They decided that the best way to do it would be to equip it electrically, and the contract was at that time let for the equipment of The South Side Elevated line, Chicago, third-rail system, about ten miles of double or twenty miles of single track altogether, approximately. That elevated road, operated under peculiarly severe conditions as regards competition. It was paralleled by a cabled railway, an electric street-railway, by the Chicago and Rock Island railway, and by the Illinois Central Steam railway, which has since been electrically equipped to compete with it. The original equipment of this line was forty-six 28-ton Baldwin compound locomotives and 180 cars, each car lit by Pintsch gas. When the road was put in the hands of the receiver they decided to electrically equip it, and see how the results as to operating expenses and earnings would compare with what they had done under steam, by which power it had failed to pay. On 15th April, 1898, they started the first car, and they have since been running that road by electricity with the following results, as compared with the operation of the same road previously under steam:—In November, 1897, under steam equipment, the ratio of expenses to earnings was 87 and three-tenths per cent., and the net earnings were £2,209. In November, 1898, the road was electrically equipped, and the ratio of expenses to earnings was 57 and three-tenths per cent.; the net earnings were £8,218 as against £2,209. Now take December, 1897—under steam the ratio of the expenses to earnings was 83 and six-tenths per cent., and the net earnings were £3,601. The same month in the next year, December, 1898—under electrical equipment the ratio of expenses to earnings was 55 per cent., and the net earnings were £9,449. You see there was an increase from £2,209 under steam to £8,218 under electricity in November, and in December an increase from £3,601 to £9,449. That gives the result on that system which has been recently equipped, but I do not think you could hope to accomplish anything like the same increase in earnings on any road you have here; still you would increase your earnings on the St. Kilda line. For instance, if you equipped electrically, and operated it as an electric tram line, I do not think there is the remotest question of a doubt but that the net earnings will be considerably increased, but if you take the St. Kilda line and equip it electrically, and operate it under steam railway conditions, that is in the same way as you are operating it now, you will court failure.

472. Would you do away with the time-table?—No. Properly operated tramways should have a time-table. In my report of 1898 I prepared a time-table for the proposed St. Kilda line, electrically equipped. Take the crowded time of day when men are getting into their offices in the morning—then you have six-minute intervals. Start a train from St. Kilda at eight o'clock, six minutes past, twelve minutes, eighteen minutes, twenty-four minutes past, and so on; with shorter trains and less accommodation, you would have to run your trains at more frequent intervals.

473. *By the Hon. Sir Arthur Snowden.*—Is your idea to do away with the existing stations, and pick up passengers along the road?—If it is practicable, from a traffic point of view, on that line, I would do away with the station staff. I should endeavour to make more frequent stopping places, but have them definitely located; not stop anywhere where a passenger wants to get on or off, but do away with the station staff altogether, and handle your trains by men on the trains, taking tickets on the train or fares and registering them. In no other way can you make that St. Kilda line, or any other suburban line, pay better electrically than it is paying with steam to-day, and I should very much deprecate any attempt to operate it or any other line under steam conditions. The two things do not go together. If there are insurmountable difficulties in the way of collecting your tickets on the train, and doing away with your station staff, then I should strongly recommend that electricity be not tried on those roads; but I cannot see any reason why you cannot follow here the example that has been set with such success in America and other countries.

474. On the elevated railways in New York where they have adopted electricity, have the station arrangements been done away with?—Not with the station staff, but they have a method of checking the tickets into the receivers. But you cannot compare the New York elevated railways with your suburban lines here, because the traffic is so enormously greater there. They carry about 186,000,000 passengers per annum—something like that; I speak from memory. In regard to operating electric railway under steam railway conditions, a consulting engineer in New York, Mr. Charles H. Davis, states:—“In concluding the general discussion, and before taking up the detailed examination to follow next month, emphasis must be placed upon the importance of radical changes in present steam railway methods to make the change to electricity pay. Electric traction in connexion with existing tracks and equipment, and under existing operative methods, will result in heavy loss and ultimate abandonment of the change—possibly even disaster.” So I cannot impress too strongly on you that if you are to make that system pay you must change your traffic conditions, and, if you cannot, I say do not do anything.

475. *By the Hon. the Chairman.*—You mean simply to run more miles?—To run shorter trains at frequent intervals, to run a greater number of train miles per annum, double it, more than that, if the traffic warrants; in other words cater to your public and not to the conditions under which a steam road has to operate. In a steam road you cannot increase your train miles, shorten your trains, and accommodate your traffic economically, because each addition of a train means the addition of a locomotive, which requires two men, and is expensive in up-keep and the consumption of coal. The thing is not feasible under a steam railway system, but under the electric it is, and the additional traffic would be gained by stopping at more frequent intervals and running at closer head-way. Decreased expenses would be effected by doing away with your station staff, and collecting your tickets on the train. If your traffic men can see their way to do that, your system will show a greatly decreased operating expense and a greatly increased earning.

476. Going back to what the Committee recommended before—the Collingwood, St. Kilda, and Port Melbourne lines—could we attach Collingwood?—There is nothing which would prevent your attaching Collingwood, but I would not advise it at the present time. Take care of one thing at a time. Start with St. Kilda and Port Melbourne. I should rather see you make haste slowly. Start with St. Kilda until the Railway Department and the public have seen what the electric system could do. Then you would induce so much enthusiasm both in the department and amongst the public for electric traction on your suburban lines that it would be a simple matter to take care of the rest of it.

477. There is a great difference between you and the engineers now. Now, our railway people say we have passed the experimental stage, and they want to commence on the whole 10-mile radius. Judging by the evidence they have given us, they are so completely in favour of it to-day that they suggest not an experiment at St. Kilda, but that we should encounter the whole subject of the complete suburban system. It would be more economical to do the 10-mile radius round the city, and they are proposing to bring up estimates of cost. You simply suggest it is better to go slowly and adopt the St. Kilda line?—I say that because electric traction has been looked at so suspiciously here. Were the system in America, it would have been electrically equipped long ago; but I think it would be wiser to take up one road at a time and equip before completely equipping all the suburban railways within a radius of 10 miles.

478. What is the greatest length of electric railway that has come under your notice?—I should say, roughly, between 15 and 20 miles.

479. This is from George Westinghouse, in *The Times* newspaper, 19th August, 1901. He says—“This point is illustrated by the fact that an electric railway upon which single cars are run at frequent intervals for a distance of about 45 miles, parallel to one of the standard railways in the United States, is, after being two years in operation, carrying twenty times as many passengers as were formerly carried by the steam railway between the same points.” He does not mention the particular railway?—No, and that railway is evidently not operated from one power-station; it is probably operated from three or four power-stations. To illustrate that, you can travel from Boston to New York, a distance of about 210 miles, by electric trams. You can travel from Philadelphia to New York, 90 miles, by electric traction, but they are different roads that join; you have to change cars at various *termini*. And I also think it is hardly fair to say that an electric road paralleling a steam-road for 44 miles carries twenty times the traffic, because it is not exactly a fair comparison. The electric road 45 miles long has the city and suburban and inter-urban roads, or several of them combined together, and they pick up passengers and carry them from block to block; a steam-road does not operate under the same conditions, but it is undoubtedly true that where electric trams do parallel steam-roads they take the traffic. Take, for instance, a remark by Phillip Dawson on that subject—“It may be interesting to note, in connexion with the preceding description, that American railroads are evidently alive to the fact that electric street railways are depriving them of a very large part of their suburban traffic, especially where trolley and steam-roads operate parallel lines. On one route, the total number of passengers carried by the steam railway for six months in 1894 was 243,000, and in 1895 it had decreased to 112,628, or a loss of over 53 per cent.”

480. Then you would still adhere to simply utilizing our Spencer-street power-house for the time being?—I think, till the public and the department are shown what electricity can do, it would be just as wise to put into the Spencer-street station a unit that could be used later on in your main power-station, and run the St. Kilda line from that. Then when you came, as you surely would, to equip the entire suburban system, I think the expense that you would have to bear would be merely the moving of the plant from the St. Kilda station to the new station, which would, of course, be more advantageously located for your suburban tramway system.

481. Would there be any inconvenience in being unable to have the new engines so far away from the water—would it not be well to start it on the Yarra, for the economy of the ultimate position of the new power-house for the entire suburban system?—I could not say off-hand where the best location for the power station for your suburban system would be. That would require a good deal of careful study and thought, and no engineer could give it off-hand. I think a little too much stress is often laid on economy in coal consumption on an electric tramway, because the cost of coal on an electric system is but a very small percentage of the total cost of operating that system, and any saving that you can make in the cost of coal is, of course, a still less percentage of the total cost of operating the system.

482. Is not part of America benefited largely by its water power?—Yes, water power is of great benefit.

483. What is the estimate you made of the additional power required at the power-house?—Just before I leave the matter of coal consumption, taking the total cost of operating an electric railway as 100 per cent., the cost of power is only on the average about $11\frac{1}{2}$ per cent. of that, so that any saving you make in the cost of power reduces that $11\frac{1}{2}$ per cent, so that I think often too much stress is laid on designing power stations for electric traction with refinements in economy. I think they often waste through the bung-hole while they save through the spigot, in regard to coal consumption.

484. I think in your evidence before you suggested 2,000 horse-power on the St. Kilda line?—No, not as much as that by any means. My evidence was—“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.” That would be about 1,000 horse-power.

485. Supposing that we had on the Yarra turbine's at Dight's Falls that would develop 2,000 horse-power—would it not be a great economy to put the turbines in there?—I do not think so. I think that you will find on investigation the saving would be so slight and the probability of a lack of power in dry seasons so great that it would not pay you to undertake it.

486. Presuming that we could nine months in the year get 2,000 horse-power, would you advise using it?—And have a supplementary steam plant to augment your power in the dry seasons when you had not sufficient water?

487. We might have auxiliary power elsewhere; have the power-house at Spencer-street where it now is?—In that case it would have to be idle during the nine months when it was waiting for the dry season and eating up interest on its cost all the time. Without any investigation at all, I should say that would not be an economical arrangement.

488. Would it not be an auxiliary?—If you had to have a steam plant and a water-power plant so that the steam may make up the loss during dry seasons, it will not pay you to put down the combination for the operation of an electric tramway or railway, under the conditions of cost of coal that exist in Melbourne.

489. Then I understand that your advice to us is, in order to keep economy in view, that we merely increase the size of our present power-house and put in one unit to work the two lines, St. Kilda and Port Melbourne, as an experiment?—I do not think there is any need to use the word “experiment” in regard to this work, because it is unquestionably beyond the experimental stage.

490. I mean the mechanical working?—I think in view of the position the Railway Department have taken as to the difficulties in handling the St. Kilda line as a tramway and collecting fares on the

trains that it would be wise to equip one line at a time, taking the St. Kilda line first, until the traffic men of the department are thoroughly convinced that the line can be handled satisfactorily and profitably in that way.

491. Shall we have to bring some one from America or England to control this small affair on the St. Kilda and Port Melbourne line? Have we any one in the colony that we could feel confidence in?—I think you have in the Railway department men who are thoroughly capable of laying out the scheme and carrying it out. As far as the building of the line—the electric portion of the line—is concerned, and installing the machinery, the contractors, whoever they might be, would, of course, undertake that, and they would have an engineer here to look after the installation of their plant; but as far as operating the system after it is installed your engineers are as capable of doing that as any one else.

492. Then, in your opinion, there is no disability from that point of view?—Not the slightest in the world.

493. How long would it take to have the installation brought here and working?—That would depend largely on the condition of the factories in which that machinery was to be made. Under the present conditions, I would say that it would be a year before the plant could be in operation.

494. *By the Hon. E. E. Smith.*—From your evidence, from a mechanical point of view then, there is no saving in the electric traction over the St. Kilda railway, say?—I do not understand what you mean.

495. In the mere driving and propelling of vehicles there is no saving?—You mean a saving of coal consumption?

496. I do not care about coal consumption; I mean *in globo*. Say I owned the St. Kilda line, and you owned an electric traction line running the same number of passengers, would the cost of running the electric system be cheaper than the steam?—Much cheaper on account of the saving that there is in the up-keep, maintenance, labour, and coal consumption.

497. Is there not a great saving in the shunting? Would each car have the power at either end?—Yes, that is the system.

498. Therefore there is no necessity to shunt?—No.

499. Is there not a great loss in shunting and watering with locomotives?—Yes. When you put your question as to whether there was any saving from a mechanical point of view, I did not understand it quite. The expense of electric tramway operation is divided into a large number of heads, and the saving would be different under the different heads. One of the main points to look to in the operation of any system of tramways is to have all your employes working at remunerative labour all the time, not waiting at the stations; not having a staff at your different stations which half the time are doing nothing. If you have your staff on your train where they will be as busy as they can be all the time collecting tickets, stopping at the stations, and looking at the passengers getting on and off, they are working at remunerative labour, and on those conditions the St. Kilda line with electric traction would be remunerative.

500. One witness here says that by using the electric traction as compared with the locomotive there would be 40 per cent. saved in shunting?—That is rather ambiguous.

501. There is no time lost in shunting with electric traction?—No. Another point which I mentioned in my last examination was with regard to the wear and tear of the roadway under electric traction, as compared with the wear and tear of the road under locomotives. I see that my evidence was questioned in regard to that point. Well, Dr. Louis Bell, an authority on this matter, says that the motor car is "vastly easier on the track than the locomotive." Mr. Davis says—"Electric motors, either geared to the axles or gearless (concentric with the axle), have a rotative motion, and therefore do not produce the effects of the 'hammer-blow' referred to above," which means the blow on the track. Now, as regards electric traction being in its experimental stage (these figures are not new, but they may be interesting), there is invested in electric railway enterprise in America about £300,000,000 sterling, and the electric railways in the United States carry nearly six times as many passengers as the steam railways, and, approximately, at one-fourth of the fare per passenger per mile, on the average.

502. *By the Hon. the Chairman.*—What is the result of the dividends?—I have not collectively the dividends on the investment of £300,000,000.

503. They are all paying, I suppose?—Oh, no. Many electric tramways in America are not paying. Mr. W. J. Clark, as to that very matter of tramways not paying, writes as follows:—"True, some electric systems have proved to be unsuccessful financial ventures, but electricity in itself is not responsible for over-capitalization, or for the building of roads when the prospect of returns would not warrant their construction, or for the extension of systems to embrace a large and unprofitable trackage. Business judgment, not motive power, is solely responsible for such mistakes in the development of street railways."

504. *By the Hon. E. E. Smith.*—We have an estimate from a gentleman, in which he makes his calculations for machinery of sufficient power to conduct the business ten years ahead; now, is it necessary, if you put down the St. Kilda line to put in sufficient power, to meet the supposed increase of traffic ten years ahead?—I should not think so.

505. In putting down a temporary system it would be very serious if it was afterwards applied to the complete system of the whole suburban traffic?—No, I should think the same method of argument would hold good as to the steam locomotives. You would not place a contract for locomotives to-day for the requirements ten years hence. You would put in with electricity enough power to take care of the traffic to-day, and when an increase came you would add units of the same style and size that you have in the power station. That is done on electric railways at home every day.

506. That is to say, that the same power you would use for an experimental line like the St. Kilda could be transferred and used in a more extensive system without any loss? Yes. You would instal your unit in the Spencer-street power house of a size that would be useful later on in the new station.

507. The unit would become part of the system?—Yes.

508. *By the Hon. F. Brown.*—Apart from the expense, in any electrically equipped line, it is not any use running it as a railroad—it must be worked like an open street tramway?—It would not pay you to operate the St. Kilda line in the same way as it is operated to-day, with the same time-table and the same methods you have now.

509. I mean doing away with the staff as you speak of at the different stations. It requires more than that; you must have intermediate stopping places?—That is not essential, but it is important if you can arrange your line for additional stopping places. Of course it is an axiom that the object of a railway or tramway is to carry the passengers and as many as you can, and you have to look at it from a traffic point of view—stop where the passengers want to get on and off; therefore, you have to make the stopping places as frequent as you can, consistent with the physical features of your line. Speaking of suburban railways electrically equipped, Dr. Louis Bell says—“The rapid growth of suburban lines has already done admirable work, more far-reaching than we can at present appreciate.” Speaking of that very matter and speaking of the public, Frank J. Sprague writes:—“The passenger requires for his convenience the most frequent time intervals and shortest station waits and the highest possible schedule speed. A railway manager is often tempted to concentrate roads, increase the time intervals, and let the passengers wait, but in so doing he may lose the passengers. With the locomotive car system, this is the inevitable result.”

510. *By the Hon. E. E. Smith.*—That applies to the suburban traffic?—Yes. Here is a photograph of an electric train on the New York, New Haven, and Hartford road—[*showing same*]. That shows an open car and a closed car which is used as a luggage van. That is the class of car I recommended in 1898 for the equipment of the St. Kilda line.

511. *By the Hon. W. B. Gray.*—If you put a power-house or unit at Spencer-street, or a unit to work the St. Kilda line and the Port Melbourne line at any given place, do you not think that there would be a saving in working that one unit as against three or four locomotives generating steam for the power required?—Yes, I think there would be.

512. A decided saving in the working of the unit?—Yes.

513. Then the electricity in that case would be cheaper than a locomotive generating steam?—Yes. You will find that to do the same amount of work on an electric railway you will burn less coal than you would to do the work by steam locomotives.

514. You were asked as to Dight's Falls—would you approve of Dight's Falls if there were water there all the year round?—If you had ample water all the year round, and could make that water available for power at a certain stated expense (I cannot say off-hand what that ought to be to make it pay, but at a certain limited expense), then water power generated there would be cheaper than steam power generated at a steam station; but if, as Mr. Melville suggested, you only had power from Dight's Falls to work the tramways for nine months, and for three months you had to supplement that power by a steam plant, I do not think it would pay; I am certain that it would not pay to put in two plants for that purpose.

515. Seeing that electric traction is an absolute certainty, would it not pay the Government of the day to dam back the water for that purpose?—I think you have to look further than that. You say you can only get 2,000 horse-power at Dight's Falls?

516. *By the Hon. the Chairman.*—I made inquiry of the manager at Dight's Falls, who works his flour mill. He gets at present 550 horse-power on his three turbines. He says, without altering the river or making any backing-up of the water, he could develop 2,000 horse-power with very little alteration; but towards the end of summer the 2,000 might go down to 1,000. I am supposing that is a possibility. We might develop 5,000 horse-power by doing some embanking. The power is there. My question, therefore, is, would it be worth while appropriating the 2,000 horse-power and applying it, even if we could get no more?—No, I do not think so. The total cost of operating an electric tramway is, let us say, for the purpose of argument, 8d. per car mile. Of that cost about 10 per cent. is spent in the generation of power to work the trams. Eight-tenths of 1d. is spent for coal and oil and labour in the power-station, and of that eight-tenths just a shade over six-tenths of 1d. per car mile is spent on the coal bill on the average, so that any saving you may make by introducing refinements in your steam-plant, or substituting water for steam, will only tend to reduce six-tenths of 1d., so that the scope for saving in that one item is not very great. I think too much weight is laid on the question of economy in coal consumption in electric tram stations, and the advisability of substituting water-power, at considerable expense, for steam-power, and I think, unless you have conveniently located to Melbourne a water-power source that would give you sufficient power to work the entire tramway suburban system, it would not be worth while to cut up the plant and have part water-power, which might fail in the dry season, and the balance steam. I think it would be wasting your time to go into the question of water at Dight's Falls.

517. Putting it as Sir William Preece, London, puts it:—1½ lbs. of coal burnt in the power-house is equal to 7 lbs. of coal burnt in a locomotive?—Now you are comparing steam locomotives with electric plant.

518. You have now used this as an argument relatively—1½ to 7. If you had suggested a unit would you not regard this 2,000 horse-power for nine months as a unit *pro tem*?—I would not advise you to utilize Dight's Falls for the purpose of working any of your railways by electricity.

519. *By the Hon. W. B. Gray.*—If the Dight's Falls can be dammed back to supply water the year round you would go for the water power?—I would; and if it can be done at a small expenditure then I should advise the use of Dight's Falls for power for the railways.

520. Take the Lilydale line, with the immense water-power on the hills beyond Warburton, would you adopt the water power of the Yarra to that short country line?—I would not advise the electrical equipment of any of your short country lines under any circumstances. Suburban electric railways will only pay where you have a dense traffic. There would not be a ghost of a chance of their paying on the short country lines.

521. If the Watts' River could be utilized with a turbine for generating, would it pay to do it, ten or eleven or twenty miles away from Melbourne. Could you utilize the Watts' River twenty miles away for generating electricity. Would it be cheaper than generating with a power-station by steam in Melbourne?—You have two things to consider in comparing the cost of generating electricity by water with the cost by steam. Taking first steam, you have on that side of your ledger to place the cost of your coal, your up-keep of the steam plant, the interest of the cost on the steam plant, and the cost of your labour. Taking the water-power side you have to take the interest on the cost of developing that power, the cost of the dam, and all other works to make that water-power available. You have also the cost of up-keep, and maintenance, and if you find that the cost of those various items in the aggregate for the water-power plant is less than the cost of the steam plant, then it is an advantage to put in the water-power if you are

sure of getting a permanent supply of water. The main item is in the cost of making that power available for the production of electricity, and often the interest on the cost of a dam and other works connected with the water-power is greater than the saving which you would effect.

522. Do you know Mr. Bignell?—No.

523. Are you aware that at the present moment in India a plant is in course of erection to bring the power in 50 miles?—We are putting in that plant ourselves. It transmits from the Cauvery River about 5,000 horse-power, a distance of 93 miles to the Kolar and Mysore gold-fields. In a case of that kind the water-power pays without any question of doubt. Coal in Kolar and Mysore is very expensive.

524-5. *By the Hon. the Chairman.*—We may infer that on those two lines, St. Kilda and Port Melbourne, there will be a complete resuscitation if we adopt electric traction?—You cannot base your inference on the District railway, London, or the South Side Elevated, the one I mentioned, which carry passengers to and from such dense populations as London and Chicago, because the comparison would not be right.

526. We have now from you a ratio showing, on the St. Kilda line, £8,000 a year, and it is corroborated by others; may we not, mile for mile, on other lines have the same ratio maintained if electrically conducted?—I should think it would be fairly safe to say you might, if the lines operate in as dense centres of populations; if they were denser, then the profit would be further increased.

527. You limited yourself to £8,000 a year on the St. Kilda, and that is not one of the best. May we not fairly estimate mile for mile something like this will be realized. Apparently, your prediction is safe now; it was somewhat doubtful two years ago. You are confirmed in it now?—I am, but you must remember this, that where you have a population which is only served by your railway, and is not paralleled by a tramway, you will not do as much better as you will on a line that is paralleled by a tramway, because in the latter case, when you are electrically equipped, you will get back some of the traffic you lost to the tramway.

528. You have taken that factor in on the St. Kilda line?—Yes. You have lost something like 40 per cent. or 50 per cent. of your traffic owing to the parallel tram line.

529. But you take that in in the making of the £8,000?—Yes.

530. The Committee might be safe if they had faith in your estimate that they might multiply the saving by four of five if the whole system was in operation?—Yes, if it was operated by the method I have suggested, making it more or less a tramway of it.

531. *By the Hon. W. B. Gray.*—You said you would recommend a unit to be put in Spencer-street?—Yes.

532. Do you think it would be advantageous to the Government to put a power station to work the St. Kilda line and the Port Melbourne line by itself in some central part near the terminal point of those two lines?—I think it would be wiser to put a unit in the Spencer-street lighting station for the time being, because in that way you will be able to work that plant without increasing the staff that are now engaged at the lighting station and handling the lighting machinery. The concentration of the staff is an advantage.

533. Then you recommend to begin with St. Kilda?—Yes, that is for politic reasons. As to engineering reasons, there is no reason why you should not lay the bricks to-day for a power station to work all the suburban railways.

534. You think we have gained a little mechanically by improvements that have taken place since 1898?—Yes.

535. And that is now beyond the experimental stage?—Yes, I think that is proved beyond a doubt. £300,000,000 being invested in it in America (although only a small percentage of that is in railways) proves that it is beyond the experimental stage.

536. *By the Hon. E. E. Smith.*—In speaking of the saving in the use of electricity as against a locomotive, did you not overlook the great economy that takes place by generating at a central station and taking off exactly the amount of power you require as against a locomotive that goes away and shunts and lies idle?—I took that into consideration; that all counts in reckoning the saving as between the two.

537. That is a serious economy?—Yes, but the economy mainly comes in in the saving in labour and maintenance and repair.

538. *By the Hon. W. B. Gray.*—But there must be a great economy in the superior class of engines as against the locomotive generator and the compound condensing engine?—Yes, certainly.

539. Over the locomotive?—Yes. I think that that economy is often magnified, but it is an economy. When a person says that a steam locomotive burns 8 or 10 lbs. of coal per H.P. hour, and a stationary engine can work with $1\frac{1}{2}$, and assumes the coal bill will be in the same ratio, 8 or 10 to $1\frac{1}{2}$; it will not be correct.

The witness withdrew.

Árpád J. Haussegger, examined.

540. *By the Hon. the Chairman.*—What are you?—Electrical engineer, of the firm of Ganz and Co., Budapest.

541. Have you had continental experience?—Yes.

542. Have you had colonial experience?—I have been in the colony only four months.

543. We may explain to you that Parliament has appointed the Committee to investigate the question of equipping some of our suburban railway lines with electricity; you know the St. Kilda line?—Yes.

544. Could you give, within a few days, an approximate estimate of the cost of equipping that line with your system of electric traction?—Certainly.

545. Will you explain to the Committee what your system is and what you have done?—My firm have constructed electric tramways in Europe, in Budapest, in Rome, in several towns of Austro-Hungary, and in Bologna, Italy, the Bologna-St. Felice line, and in other places.

546. Have you ever changed an ordinary railway system, the size of the St. Kilda line, into the electric system?—Yes, the Valtellina, connecting Lecco Colico, Sondrio, and Chiavenna. That line was

erected in place of an existing steam line. The total length of the line is 66 miles, and my firm applied to this line at first the high tension three-phase system which was worked, but at low tension, before in Switzerland, and applied by the firm of Brown, Boverin and Co., and by Oerliken and Co.

547. With how many power-houses did you work that line of 66 miles; what was the distance between the power-houses?—The power-house is about 17 miles distant from the middle point of the line, and the power is generated in the form of a three-phase current with 20,000 volts, the high tension current is reduced in seven transformer stations, which are divided along the whole line.

548. Are you able to say, in English money, what the cost of the change of that 66 miles amounted to, from ordinary steam railway to electricity?—Using the high tension three-phase system, the first cost of investment, in approximate figures, would be about 35 per cent. less than using the direct current system.

549. Supposing you had 5 miles to construct, what would be the cost of changing that from one system to the other, using the existing line?—For electrical equipment steam-engine and bonding to complete overhead line, the cost would be about £25,000 to £30,000 per mile. It is very hard to give the exact figures because the question is very general. It depends greatly on the rolling-stock we should use from the service and on the time-table adopted and the capacity of the total line.

550. How much did the 66 miles cost?—I cannot off-hand give the cost for that Valtellina line, but the cost of the change is something less than what I have given you.

551. Do you know of any small line in Austria-Hungary of about 10 miles length changed from the present locomotive system to the new system?—Such a line is in Budapest, which connected it with a suburb. It was worked until 1900 with steam locomotives, and we converted the whole system into electrical; that line is about 8 miles long.

552. Have you one power-horse or two there?—Only one.

553. Is it a high voltage?—At this special line we did not use the high voltage system, because the whole line is so small and is of the character of a street railway. It crosses through streets, so that it did not appear to be practicable to use the high tension three-phase system.

554. Was it higher than 500 volts?—The standard voltage which we use by our system is 3,000 volts.

555. You do not use that across streets?—No, not in streets.

556. What is the lowest that you have used?—In a street railway we use 500 volts.

557. Is 500 safe for a man treading on it?—Many accidents have happened where the 500 volt killed.

558. Can you estimate what that 8 miles cost in our money to change to the electric?—About £7,000 a mile. That figure I gave before. £25,000 was for the high tension three-phase system, and is naturally meant for a double track, and that £7,000 for a single track.

559. *By the Hon. E. E. Smith.*—What speed did you have on that short line?—Fifteen miles an hour.

560. *By the Hon. the Chairman.*—Then you could not form an opinion yet of what it would cost to change the St. Kilda line?—Yes, I have studied this comparison, and I estimate the cost of the conversion including new steam-engines, generating plant complete, overhead line with new motor cars and trailers—the entire plant, about £80,000.

561. Would that include building a new power-house?—No.

562. How many engines would it include?—Two sets, one in working, and one in spare.

563. Would you have only one power-house in that distance?—Certainly.

564. What power would you have?—Each set of about 1,000 horse-power, two engines.

565. What number of people would that be capable of carrying during the 24 hours to twelve o'clock at night?—The capacity would be about 50 per cent. more than now, that is we would use double the number of trains, and have smaller trains.

566. This includes bonding and overhead line?—Yes, overhead line, power-house, switch-board, travelling crane, steam-engine, and connexion between the power-house and overhead line, and I calculate to have about nine motor cars and 31 trailers.

567. *By the Hon. E. E. Smith.*—What speed would you have?—About 28 miles an hour, maximum 38.

568. *By the Hon. the Chairman.*—If there were no railway there, and it were all to construct, but the land given free, what would the cost of the whole thing amount to?—It depends entirely on the construction of the track; it would be very hard to give the exact figures.

569. Have you tendered for short electric railways on level country, 5 or 10 miles?—There is one level place of 13 miles, the London Metropolitan Underground Railway—that is now worked by steam, and we are tendering for the work there.

570. What would it cost to construct complete the same as a railway line in ordinary level country?—I cannot tell you that off-hand, because naturally the prices here are different from that in the old country.

571. Would it trouble you too much to go into the details, the same as the last witness did, giving the equipment cost, the working cost, and the probable maintenance cost?—No; I would be very glad to give those, and to work out those estimates. I have here an estimate for converting the St. Kilda line, but was that worked out some time ago, and I have been away lately. The estimate I worked out was calculated on the basis that the trains should run in five minutes intervals, and that each train should consist of from one to two motor cars; one motor car on each end, and three trailers.

572. That is to save shunting?—Yes, and in the time when the line is not so very busy the whole train would consist of three cars. The power-house would consist of two sets of compound condensing steam engines, built together with three-phase generators, so that the rotating part or magnet wheel of the generator would be between the two cylinders, which would save a separate fly-wheel. Also one switch-board, provided with all necessary controls, measurement instruments, and a travelling crane for lifting the bars for the erection. The total cost for that would be about £13,000. Each set would be 1,000 brake horse-power. Then the overhead line, together with the erection of the power-house, would cost £9,000, and the motor cars and trailers would together come to £62,000, making a total for the whole of £84,000.

573. How many motor cars and trailers?—Nine motor cars and 31 trailers. Each car would carry about 50 to 70 passengers, so that in the busiest time one train, which consists of five cars together, would carry 250 to 350 passengers. You asked me to give some information as to the new traction system. In this system the power-house consists of three-phase generators, which produce a high tension three-phase current. The three-phase current is conducted to a sub-station, which consists of the static or standing transformers, and they reduce the high tension which is always regulated according to the circumstances and to the distance, so the tension is reduced to 3,000 volts. This 3,000 volts is conducted to the overhead line, which consists of two wires insulated from each other and from the earth, and the third wire is formed by the rails, and the rails are connected with each other.

574. How many men would be required in the power-house?—One electrician, and some help men for cleaning and repairs; about two men would be necessary, and two or three stokers.

The witness withdrew.

Adjourned.

WEDNESDAY, 16TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, M.L.C., in the Chair;

The Hon. S. G. Black, M.L.C.,
The Hon. W. B. Gray, M.L.C.,

The Hon. E. E. Smith, M.L.C.,
Sir Arthur Snowden, M.L.C.

Arpad J. Haussegger, further examined.

575. *By the Hon. the Chairman*—At the time the last meeting was adjourned it was understood you would prepare some returns showing the advantages of electric traction as against steam. If you have them, the Committee would be glad if you would furnish them with the result from your point of view?—I have a complete report, which, I think, will be interesting, if I may be permitted to read it—
[*The witness then read same, as follows:—*]

REPORT ON THE CONVERTING OF THE MELBOURNE SUBURBAN LINES FROM STEAM INTO ELECTRIC.

Although the advantages of the electric traction against steam traction have been already discussed before this Committee, I think it will be interesting if I enumerate them again, because some of them have not been mentioned at all.

With electric traction the energy can be generated in fixed buildings where water is abundant and fuel cheaper. On a locomotive 1-h.p. requires a consumption of about 7 lbs. of coal. In a modern power house $1\frac{1}{2}$ -lbs. is sufficient.

The weight of passengers can be utilized. There is no idle or useless weight.

Acceleration can be greater. Gain in time.

The acceleration by steam rarely reaches 6 inches per second, with electricity it makes 1ft. 6in. This increased acceleration is of immense consequence in a traffic like that on the suburban lines. Using the newest traction system, 75 per cent. of the kinetical energy of the moving trains will be returned in the net at stopping. The maintenance and cost of the rolling-stock is much reduced. Boilers and steam engines are, with electric traction, stationary, in a clean and protected room. The electric motors on the cars are perfectly enclosed.

576. No dust can affect them?—No. Further, in the electric system we have only rotating machinery, and no alternating movement.

The maintenance of the road is reduced also, because with electric motor cars the wheel pressure is also reduced.

Wages.—On electric trains two men are quite enough—one driver and one conductor—instead of three as at present.

Traffic.—The safety of traffic is equally greater with electric traction than at present. With the existing signalling system will be combined a switch system, which prevents the accidents which occur should the driver not switch on the "stop" signal. The train cannot leave the station, or cannot move in the station, until it is all clear, because the current is switched off. All trains and stations can be lighted with electricity.

577. Is there any real difficulty in the lighting, say, when carriages are being put on or taken off. Is there any difficulty on the Continent in respect to the lighting?—No; all electric tramway cars are lighted with electricity.

578. Is the electric lighting used on railway trains?—It is used on the Hungarian State railway. On the express and first-class trains they use accumulator lighting. The accumulators will be charged in the central railway station, and then transported to the train, and an accumulator battery, when it is loaded, is enough for the round trip. The longest round trip would be 100 or 120 miles.

579. And the train would be perfectly lighted?—Yes.

580. Is the accumulator method of lighting expensive in regard to up-keep, &c.?—It is certainly more expensive than the lighting with oil gas. It is rather expensive.

581. Can you say what the up-keep is?—I cannot say off hand, but if it is interesting for you I can have figures supplied as to the cost per lamp hour.

582. What candle power is used in Hungary?—In the compartments 8-candle power lamps, and in the corridors 5-candle power.

583. Are you aware of the maximum number of hours the supply can be carried on the trains for lighting purposes. Can it be carried for 35 hours?—Yes.

584. Could you give us any idea of the weight of an accumulator that will carry sufficient light for 100 miles?—The weight of the accumulator is nothing in comparison with the weight of the train, and very little in comparison with the weight of a car. The accumulators will be transported in two little

cases which are erected under the body of the car, one at each side. The latest arrangement adopted in this connexion on the Hungarian State railway is to have accumulators, which can be charged in five minutes from the flexible cable at the stations, and thus save the time of the transport of the car to the electric station and back.

585. Do you see any difficulty in our adopting a system of lighting the carriages by electricity seeing that we have our electric light works at Spencer-street?—There would be no difficulty. It might cost more than the Pintsch gas, but the comfort and the light is better.

586. Do you think it would be more expensive than the present Pintsch system?—Not the first investment. The working expenses would be.

Traversing platforms and machinery in repair shops can be driven electrically.

A great advantage also is the absence of smoke.

But the most important consequence of these merits is that cheaper energy, lighter trains, and quicker service mean reduced working expenses per train mile, and greater capacity for carrying passengers.

The working expenses per train mile can be reduced, and the carrying capacity, using the existing rolling-stock, can be increased.

The converting of the Melbourne suburban railways from steam into electric could be done in two ways:—

1. To run shorter trains at more frequent intervals, but in other respects with the same staff of porters, station-masters, &c., so that the railway characteristics may be kept.
2. To convert the lines into electric tramways.

In connexion with this question we must consider all the suburban lines, and not only the St. Kilda line.

On account of the fact that all existing suburban lines have their own right of way, and are strictly separate from the street traffic, the converting into tramway system would be a great mistake.

If the shunting be eliminated at the terminal station, and the trains be run at shorter intervals, and the speed increased to double present speed, it is quite certain that the increase of the traffic on account of the saving in time, greater comfort, and absence of smoke, would be so great that the converting—also at the existing fares—would be a very good investment.

On the contrary with the tram service the right of way is not taken advantage of, the speed would be the same, and the great increase of staff and the investment caused by the new stations would make the whole converting unprofitable.

Therefore, I propose to operate—

1. The St. Kilda line without shunting, so that on each end of the trains would be a motor-car.
2. To double the number of trains and the speed. The train would consist of 5 cars with 2 motor cars at each end, 1 motor car in the middle, and 2 trailers; in the slack time of 3 cars; on both ends motor cars.
3. The staff would remain the same, but on the trains would be only 2 men, the driver and conductor, instead of 3 men.

TIME TABLE.

With 1 minute at each end, trains at 5 minutes intervals; running time half of the present one; 3 trains in running.

<i>Down.</i>	Flinders-street	0.00	...	0.05	...	0.10	...	0.15
	St. Kilda	0.06.5	...	0.11.5	...	0.16.5	...	0.21.5
<i>Up.</i>	St. Kilda	0.07.5	...	0.12.5	...	0.17.5	...	0.22.5
	Flinders street	0.14	...	0.19	...	0.24	...	0.29—15 minutes per round trip.

With 3.5 minutes at each end, trains at 10 minute intervals, 2 trains in running—

	Flinders-street	0.00	...	0.10	...	0.20
	St. Kilda	0.6.5	...	0.16.5	...	0.26.5
<i>Up.</i>	St. Kilda	0.10	...	0.20	...	0.30
	Flinders-street	0.16.5	...	0.26.5	...	0.36.5—20 minutes a round trip.

6.8—7.38. We have during 90 minutes 2 trains running with 10 minute service, each train makes $\frac{90}{20}$ round trips;

$\frac{90}{20} \times 2$ equals 9 round trips.

7.38—11.3 equals 205 minutes. 3 trains with 5 minute service each $\frac{205}{15} \times 3$ equals $\frac{205}{5}$ equals 41 round trips.

11.3—4.3 equals 300 minutes. 2 trains with 10 minute service. $\frac{300}{20} \times 2$ equals 30 round trips.

4.3—8.3 equals 240 minutes. 3 trains with 5 minute service. $\frac{240}{15} \times 3$ equals 48 round trips.

8.3—12.3 equals 240 minutes. 2 trains with 10 minute service. $\frac{240}{20} \times 2$ equals 24 round trips.

In sum we have 152 round trips per week day; total length—2 x 3.5 miles equals 7 miles. 152 x 7 equals 1,064 train miles per week day. On Sunday we calculate 570 train miles equals 81.5 round trips. 570 x 52 equals 29,600; 1,064 x 313 equals 333,000—362,600 train miles per annum, of which 0.485 with 3 cars, and 0.515 with 5 cars.

At present 171,151 train miles, ratio 2.12. The carrying capacity of the line $\frac{362,600}{7}$ equals 52,000 round trips per annum for each trip, 4 cars x 60 equals 240 passengers—12,420,000 passengers per year; at present about 3,900,000.

On a week day we have in 630 minutes 2 trains running equals 2 x 630 equals 1,260 train minutes
445 minutes 3 trains running equals 3 x 445 equals 1,335 ,, ,,

In sum 2,595 train minutes per week day or $\frac{2,595}{60}$ equals 43.3 train hours, on each train 2 men 86.6 train man hours

at 8 hour shift, $\frac{86.6}{8}$ equals 10.8 equals 12 men, therefore 6 drivers and 6 guards are necessary.

COST OF PLANT.

I propose the converting of the line, using the high tension three-phase system.

Power-house and Car-shed—

Two compound condensing steam-engines, built together with three-phase generators at 1,200 kilovoltampere output at 3,300 volts tension for 15 cycles. Switchboard, travelling crane, new boiler plant for above output, steam pipes and condenser, economizer, and cost of buildings.

Overhead Line—

All necessary No. 1/0 trolley wire materials, including automatic block system, rail bonds, &c., &c.

Rolling-stock—Complete electric equipment for 5 trains each with 3 motor trucks, each with 2 at 100 B.H.P. motors, direct coupled to the shafts, including all controlling mechanism and protective devices, whistles, automatic air brakes, &c.

Fifteen trucks, without motors.

Fifteen car bodies, each capable of carrying 50-70 passengers.

The above plant complete, installed in working order, will cost about... .. £100,000

WORKING EXPENSES AT THE PRESENT TRAFFIC.

<i>Coal Consumption—</i>							
Weight of a 5-car train	...	...	3 motor cars at 20 tons	...	...	60 tons.	
			2 trailers at 19 tons	...	...	38 "	
			Electric equipment	...	...	16 "	
			Weight of 250 passengers	...	...	18 "	
							122 tons.
Weight of a 3-car train	...	...	2 motor cars at 20 tons	...	...	40 tons.	
			1 trailer	...	...	19 "	
			Electric equipment	...	...	10·5 "	
			Weight of 150 passengers	...	...	10·5 "	
							80 tons.

On an average 101 tons.

Average speed, 28 miles, including stops.

H.P. required per train on an average, 150 B.H.P., or 177 B.H.P. on the engine-shaft at the power house.

On week days we have—

2 trains running 630 min. 2 x 177 x 630 H.P. min., equals 222,000 H.P. min., equals ... 3,710 H.P. hours.
3 trains running 445 min. 3 x 177 x 445 H.P. min., equals 236,000 H.P. min., equals ... 3,945 "

Total 7,650 H.P. hours.

On Sunday we calculate 4,100 H.P. hour

Per annum 313 x 7,650 equals 2,400,000 H.P. hours.
52 x 4,100 equals 213,000 "

2,613,000 H.P. hours.

2·2 lbs. coal per effective H.P. hour.

2,613,000 x 2·2 equals 5,740,000 lbs. coal per annum, equals 2,613 tons at 17s. per ton, equals £2,220

TOTAL WORKING EXPENSES—WAGES.

	£	s.	d.
<i>In Power House—</i>			
Superintendent	400	0	0
2 Engineers at £140	280	0	0
2 Firemen at £120	240	0	0
2 Electricians at £120	240	0	0
1 Line-man	120	0	0
<i>On Cars and Line—</i>			
6 Drivers at £150	900	0	0
6 Conductors at £130	780	0	0
6 Porters at £120	720	0	0
6 Clerks at £100	600	0	0
6 Gatekeepers at £100	600	0	0
1 Watchman	100	0	0
Signalling (present cost)	730	0	0
<i>Repairs—</i>			
Motor dynamo and line repairs at ½d. per train mile	755	0	0
Repairs to engine and boiler at ¼d. per train mile	377	0	0
Maintenance of way, about 30 per cent. less than at present (£1,354)	950	0	0
Car repairs, greasing and cleaning, at 1s. 5d. per train mile	300	0	0
<i>Fuel—</i>			
Coal	2,220	0	0
Oil	350	0	0
	£10,662	10	0
Interest at 3 per cent.	3,000	0	0
	£13,662	10	0
Sundry	1,500	0	0
Total	£15,162	10	0

Per-train mile $\frac{£15,162·5}{362,600}$ equals $\frac{303,000s.}{362,600}$ equals 0·835s., equals 10d. per train mile.

Total working expenses in 1895, £20,116 for 171,151 train miles :—

Maintenance	...	...	...	...	£1,345
Locomotive charges	...	...	...	...	10,140
Traffic	...	...	...	...	4,977
Terminal	...	...	...	...	3,645
					£20,116

Or cost per train mile 2s. 4·21d. Saving therefore £4,953 10s. per year.

For trailers the existing cars should be utilized.

In conclusion, with £100,000 expenditure the St. Kilda line can be converted into electric system with double the present speed and frequency.

Gain, about £5,000 per annum.

The revenue will certainly increase about 25 to 30 per cent. so that the saving will be more.

587. The question for the committee to consider is in regard to the Melbourne and suburban railways?—Yes; I have dealt more especially with the St. Kilda line, because I think that would be the best to start. The trains could be allowed to run at shorter intervals, and the speed increased to double the present speed. The train would consist of one motor car at each end, and one motor car in the middle.

588. How many altogether?—Altogether five cars.

589. Would there be any danger in the middle motor car?—No; the passengers would be perfectly safe. That arrangement would be for the busy time; in the slack time the train could be shortened.

590. What would be the number of passengers carried?—Each car could carry say from 50 to 70; or a total of 250 or 350 per train at the busy time; and at the slack time 150 to 200. This multiple

system has the advantage that at the time it is desired to change the carrying capacity of the train, that is at the slack time, then the end of the train—the first motor car and one trailer—can be separated very easily, and we have then a complete train with one motor on each end. The manipulation is very easy—in fact, no manipulation or shunting is needed. Regarding the system which should be used at the converting, I propose the high-tension three-phase system. Regarding this question, I think it will be interesting if I read a reference in connexion with the development of this system as compared with that in use on the first electric railways. [*The witness read the same as follows:—*]

Up to the present time there has been used for the working of electrical railways, with the exception of a few lines, exclusively direct current. At first only very short railways, mostly tramways, were altered to electric working, for which there hardly could have been selected any better system. As the idea of using the earth as the one pole suggested itself very soon, it was necessary to provide only one insulated line of conductors for the feeding of the motors on the cars. As in most such railways, only single motor cars, and only in exceptional cases also one trailer, was used, they did not require greater quantities of power. Besides, the distances were small, and therefore such plants could be put up for a tension of 500 volts without great expense for the conduits. In consequence of the numerous practical applications, the direct current system has been greatly developed for the working of tramway lines. It was, therefore, only a natural endeavour to use this developed system also for the working of such lines, in which also another system could have advantageously been taken into consideration. The electrical workings have given satisfactory results on tramways, and in consequence it was introduced also on lines of larger distances, on which it was not possible any more to use only small train units. As, with regard to the construction of the direct current motors, it was not possible to increase the tension higher than about 750 volts, and as, at this tension, the current could not be conducted to any greater distance without using larger sizes of conductors, and therefore invest great amount of capital, soon the necessity arose of taking the current for longer and more frequented lines from several generating sources. In many cases these generating sources were separately put up power plants, but especially in the United States, it soon was found to be practical to drive the direct current generators, providing the single sections of the line with the required current, by means of polyphase alternating current, generated in a single central station. The machine for polyphase alternating current can easily be constructed for higher tensions, and thereby it appears possible to reduce greatly the costs of the conducting line, by decreasing the intensity of the current. However, the sub-stations require separate buildings, machine plants, and complicated switching plants, and also separate attention, so that the endeavour was only natural to reduce the number of these sub-stations as much as possible; but yet the costs of the line remained high ones. With the use of direct current, the electrical installations of a frequented or longer line cause, even if polyphase alternating current is used for the primary circuit, considerable expenses, and this is the reason that electric traction on main railways has not been developed to a greater extent; although especially the American firms have solved this problem from the technical standpoint very nicely.

591. Will you please explain the difference between the single and polyphase currents?—All those alternating currents, except the single-phase currents, are polyphase currents. When I mention polyphase currents I usually refer to the three-phase current.

This circumstance induced our firm (Ganz and Co.), represented by our assistant manager, Mr. Koloman von Kando, to consider if the idea would be practical to conduct high-tensioned polyphase alternating current directly to the motors on the vehicles, and thereby to save the expense for rotary transformers and the large-sized conductors.

Development of the System.—In order to bring this idea into practical shape, exhaustive studies were required to find constructions which, in spite of the use of the high and dangerous tension, are affording perfect security for the working of the lines as well as for the attendants. These studies received a great impulse by the negotiations which were carried on in 1898 with the Italian Adriatic Railway. The Italian Government paid considerable attention to the question of introduction of electric working on main railways, mainly because in Italy coal is very expensive, while there are a great number of not utilized water powers available. In the beginning of 1898, our firm elaborated and submitted a project for the altering of the steam railway line, Lecc-Colico-Sondrio-Chiavenna, which is 66 miles long, and had been selected as the trial line. According to this project, a three-phase alternating current of a tension of 3,000 volts will be conducted directly to the motors on the cars. After carefully considering all proposed schemes, this project was accepted by the Adriatic Railway and sanctioned by the Italian Government. During the negotiations already the single parts of our system were subjected to careful tests and trials in our laboratory. In this year already a contract system was found, by means of which the current is taken from the two aerial lines by means of rotating wide rolls. Thereby a device for the taking off of the current was found, which, contrary to the bow used by Messrs. Siemens and Halske, made a reliable contact with the working line possible, and yet had not the disadvantages of the single roll, viz., of jumping off the line if the car is running at an increased speed. In 1899, a trial railway of one mile in length was built on the O Buda Island, near Buda Pesth, with a trial car, of which the motors received the three-phase alternating current of 3,000 volts directly from the conductors. For two years this car has been running daily without the least trouble in the working, and in this way all parts of the system were exhaustively tested, so that to-day we are able to show results which prove the possibility of applying high-tensioned three-phase alternating currents for electric traction purposes. In this way a system has been created which makes it possible to build electric main railways at reduced costs. As a result of these trials, it has been found that the use of the system offers such advantages for the working of a line as never can be attained by the use of the direct current system with a third rail. The motor cars are provided with four motors, each having an output of 150 eff. h.p. (The greatest incline on above-mentioned line is 20 %.) At present there are ten such motor cars under construction. The freight traffic will be carried on by electric locomotives having a capacity of 600 eff. h.p. each, and a speed of 19 miles per hour, capable of pulling trains of a total weight of 300 tons.

592. Would that system be applicable to the suburban lines?—Yes; certainly. The converting of the St. Kilda line and Port Melbourne lines is possible with one central station and without transformed stations at all.

593. That is to say, it would be a part of the system that you recommend. If we begin with St. Kilda or Port Melbourne, it would be a unit of your ultimate system; and, in the event of the system being extended ultimately, it could be utilized?—Yes; I wanted to point out that if the direct current system were to be adopted for the converting of all lines, the St. Kilda line, or, later on, the Port Melbourne line, could be supplied from one central station. But, if the Government goes further and decides on the converting of all suburban lines into electric with the direct current system, it would be necessary to erect sub-stations besides the central station. For the other lines it would be necessary to produce high tension polyphase current and transmit this to the sub-stations, and there reduce and convert it into low tension direct current. If we would adopt the high tension three-phase current, it could be supplied to the St. Kilda and Port Melbourne lines as economically as direct current; and the converting could be extended further for all lines without rotary sub-stations.

According to information to hand from the head works at Budapest, the whole of the above line is now in full working, with a speed of 37.5 miles per hour, and with the best of results.

This new traction system, compared with other systems of electric traction, offers for the electric equipment of the Melbourne suburban railways many important technical and economical advantages, such as:—

1. One single generating plant is sufficient for working all lines; there being no sub-stations necessary containing running machinery, consequently the attendance is restricted to the central station.
2. The diagram of the whole scheme is comparatively simple.
3. The total cost is considerably less than for any other system.
4. The total efficiency is greater than with other systems, and consequently the cost of fuel is less.
5. The cost of maintenance of the stationary plant, as well as of the equipment of the trains, is less than with any other system.

6. The energy supplied while starting and stopping a train is less than in other systems. Indeed, the total energy supplied from start to stop is exactly the same as if no dissipation of energy took place in the rheostats.
7. All motor cars of a train can be controlled from one single point.
8. The acceleration while starting and the starting current are governed independently by the driver, sudden shocks being thereby eliminated.
9. The driver's platform is less than 4 feet wide.
10. The electric switching and controlling gear on the car occupies a very limited space. The diagram of connexions, as well as the handling of the said gear, is extremely simple.
11. The driver has to attend to only one lever for controlling the electric motors, &c., and one lever for the air brake.
12. Though high tension is used, the employés as well as the public are absolutely safe from injury by the electrical currents.
13. The track can be crossed without danger of electric shocks.

With the third-rail system the crossing of the track is excluded, because if somebody in the act of crossing were to touch the third rail, he would get a shock by the contact with the earth.

14. In combination with this system, Messrs. Ganz and Co. have completed an automatic block system, by which the line is divided into short sections, each section being switched off the current feeders till the train, having run over it, has left the next section. As the brakes are automatically put on, as soon as the supply of electric current is missing, it is evident that no train could possibly run into another one that has preceded it on the same track.

That is an important point for the safety of the traffic, namely, that the block signalling will be connected with the switching system, so that if the line is not clear the train cannot run in that place, because the current is switched off.

15. In contradistinction to the system using low tension currents of great intensity, necessitating heavy rail bonding and a third rail, the erection of which necessarily interferes seriously with existing traffic, the high tension system needs only light bonds and an overhead line, which can be put in without any, or only very limited, interruption of the running of the trains.

594. The transition can be effected without the derangement of our business until the change has been completed?—Yes. In regard to the automatic block system which I have mentioned, I would point out that, from a mechanical and electrical standpoint, one man would be sufficient to take charge of a train, as, under this system, if a man should from any cause neglect or forget to stop the train, owing to indisposition or any other cause, the train will stop at the next station automatically. But it would be necessary that a conductor should be on the train. I think it would not be advisable to make any enlargement at Spencer-street in connexion with the existing electric works, and it is not possible to put in a new plant without enlarging. I am quite sure that, after a short while, it would be necessary to provide for the converting of other lines; and, in that event, it would be necessary to shift the machinery to a new station. I think a better solution of the difficulty would be to erect a new power house and plant near to the Flinders-street station, and I have set out the estimated cost in the statement I read previously. In regard to the trailers, I would advise the use of the existing trailers or carriages. I have calculated here for only the cost of fifteen new motor cars, and each would have two trailer motors, and would be of 100 horse-power. A train which consisted of five cars would employ altogether 600 horse-power; and, in the shorter train, it would be 400 horse-power.

595. *By the Hon. S. G. Black.*—Do you use the whole of the motors when driving the train?—Only for the high acceleration.

596. All conducted by the one man?—Yes; all motors are controlled from one single point by one man. That big output is necessary for the acceleration, which needs a very large power. It would be double the present speed of running the trains.

597. In regard to the cost of running per train mile, I think you said you took the figures for 1895 in regard to the locomotive charges. I do not think we can pay too much attention to that figure, because in that year I think the locomotive charges were abnormally great?—I could not say as to that.

598. *By Sir Arthur Snowden.*—In regard to the question of safety, is there a lesser chance of derailment under electric traction as compared with steam?—I do not think so; the chance is the same. But there is a phenomenon in connexion with electric traction which, up to the present, has not been cleared away; namely, the adherence between the rail and the wheel. It has been ascertained that in electric traction the adherence is greater. The current goes through the wheel and the rail, but the precise reason of the phenomenon is not clear up to now.

599. And what is the result—is it in favour of electricity or not?—As far as starting the train the safety is greater and more advantageous with the electric. The weight of the locomotives is reduced, and also the cost of the maintenance of the line. I do not think there is much difference between the two systems as far as the actual running over the rails is concerned as regards safety.

600. I understand you to say that in the event of a train getting on to the wrong rails it would be impossible to run, as it would thus throw the electricity out of gear. Take, for instance, such a case as occurred the other day in connexion with the Jolimont accident, would such a mishap as that be impossible under a system of electric traction?—Yes; using the existing block system combined with the switching system which I have mentioned, we expect that it is impossible that such an accident would occur. We cannot suppose that the driver is indisposed or does not watch the signal, and, at the same time, the station-master does not watch the switch, and also the signalman. The signalling is arranged in such a way that in case of an emergency the driver, station-master, or signalman can control the section by switching off the current. An arrangement is also on the motor cars so that if the supply of the current controlling the brake gear gives out, then the air brake automatically stops the train.

601. Then practically the chance of collision is greatly reduced or rendered impossible?—We could say it is practically impossible.

602. *By the Hon. E. E. Smith.*—Such an accident might occur if the station-master and the signalman did notice the mistake?—We cannot suppose that all three men do not watch, or that all three would neglect their duty at the same time.

603. *By Sir Arthur Snowden.*—I think I heard one of the witnesses say that speed could be got up on the electric system very rapidly. By the electric-brake system can it be stopped in an equally quick manner—that is to say, can it be stopped quicker than a train would be under the present locomotive system?—Yes; in the scheme I propose, the motors of the trains will be connected at the stopping in such a way that the stopping will be effected by the current itself. Therefore the motors will be converted

into generators, and at the braking, and during the stoppage, the current will be returned through the earth and the trolley wires to the other trains, and will be used; and the consequence will be that the stopping is done more quickly than in the case of steam traction. Then, as the stoppage will be effected by electrical motors without the use of brakes in the beginning, the wear and tear on the brakes and brake blocks is much reduced, as compared with steam or any other system of traction.

604. As a matter of fact, in the main, stoppage can take place within a shorter distance?—Yes. The acceleration, and also the retardation, I calculate as 1 foot 6 inches in one second. That is the most that can be applied without the passengers feeling any shock. By steam locomotives it cannot be increased beyond 6 inches, because the power in steam locomotives can be given is determined by the sizes of the fire-places and by the steaming capacity.

605. *By the Hon. the Chairman.*—Would you give the committee some idea of the comparison of the three-phase system with the third-rail system?—If the third-rail system were to be adopted, the arrangement at the Flinders-street station would be perfectly impossible, inasmuch as it would be necessary to shunt and manipulate with that system in the same way as with the present steam system. In the third-rail system, one rail is erected to conduct the trains on the same track as the two rails. If we take into consideration the number of rails at present in the Flinders-street station yard, and also the fact that it would be necessary to add another rail to each two rails there, it is plain that it would mean a great danger to any one crossing the yard—a danger which, in my opinion, makes it impossible to carry out that system in connexion with the Flinders-street yard. With an overhead system the manipulation and haulage could be used electrically, and there would be no danger in crossing the yard. Under the three-phase system, the section of the trolley wire which is not being used is currentless. Supposing one wire breaks down, no danger can occur, because the wire is usually currentless. Only just before the train is about to start will it be necessary to switch on the current; and, after it has left, the current will be switched off again.

606. *By Sir Arthur Snowden.*—You say collision is almost practically impossible. Supposing that from carelessness of the operators at the signal-house, a collision did take place, would the electric current be cut off, or would there be any danger of the train being fired, as has frequently happened from the steam locomotives—the passengers being burnt and scalded to death?—The travellers who are on the train cannot be in any danger. Supposing that any trolley wire has broken and drops on the train itself, or on the rails, then all danger is excluded; because then the next fuse melts, and the section is currentless. Any danger, so far as the travellers are concerned, could only be experienced at the moment of the collision by the trolley-wire dropping on the hand or face of the traveller. If the wire dropped on the carriages there would be no danger.

607. *By the Hon. the Chairman.*—Is there any danger of a carriage taking fire?—One case occurred, I think, one year ago, on the Paris-Metropolitan underground electric railway, where, I think, one of the starting wires had not been insulated well; and from that cause the wire became red hot, and the wooden construction of the car took fire; and they stopped the train at the next station. But if the whole installation is made in a proper way, we can count on it that such accidents as fires occur very seldom, and practical experience shows that it cannot very well occur.

608. There was no loss of life?—Oh, no; a little trouble in the traffic, that is all. The fire brigade appeared, and the whole of the trouble was over in a very little while. I would like to mention one thing in regard to what I have heard against the trolley-wire system, and in favour of the third-rail system, namely: That it would not be possible to use a high tension trolley-wire system at the existing bridges, many of which cross the St. Kilda line, and also many of the other suburban lines. That is not correct. On the Valtellina line in Italy, which is 66 miles long, and the greater part of which runs through tunnels, the top of the tunnel above the plane of the rails is $14\frac{1}{2}$ feet, which is exactly the same as here on the Melbourne suburban lines as regards the height of the bridges; and there the trolley-wire runs in those low places in long tunnels, not only on short lines under the bridges, so that there is no difficulty in applying a high tension three-phase trolley system under bridges. In some underground railways this height is much reduced, and still the trolley-wire system can be applied with great advantage.

609. Does it affect the telephone system or the telegraph or electric-lighting wires?—That is another thing which is to the advantage of the three-phase system. It has been tested by experiment that at the starting of a train which is supplied by direct current, the stroke in the mains causes a stroke in the telephones. In many continental capitals where extended telephone lines are used, and where direct current tramways are used, if somebody speaks on the telephone they can hear the starting of the trains and also the movement of the train or motor cars. Against this disadvantage it has been proved by experiment that in the three-phase current this disadvantage does not exist. With the three-phase system the nominal sum of the currents in the three wires is always the same at each moment, so that the influence of one wire is balanced by the two other wires; and, therefore, at the starting or at the stopping, no induction will happen in regard to the telephone wire.

The witness withdrew.

Henry Noyes, examined.

610. *By the Hon. the Chairman.*—What are you?—Agent for the Westinghouse Manufacturing Company, Pittsburg, U.S.A.

611. You know the object of this committee is to take evidence on electric traction and to see how far it can be applied to our suburban lines. The previous committee recommended that a trial be made of three (3) lines—the Collingwood, Port Melbourne, and St. Kilda lines. If you have any information bearing on that point the committee would be glad if you would, in your own way, state it?—I was in London recently, and I took with me to London the time-tables in connexion with all the suburban lines of Melbourne and showed them to a gentleman there, who has done, I think, more work of this kind than any one else in the world, and his advice to me was that the proper way to commence the business was to have a proper complete engineer's report on the whole suburban system prepared. His opinion was that to take a single line like the St. Kilda line might present to you results that would not be of the value expected. For instance, the St. Kilda line, I believe, is working now at very low working expenses, compared with some of the other suburban lines, and the net profit of the St. Kilda line is also not very

great. If you had a capital expenditure necessary to convert that one little line, of a length of $3\frac{1}{2}$ miles, and which carries only passenger traffic, you might get a poor return, and from the net return might conclude that it would not pay to convert the whole of the system. That might be quite wrong. If the object was to show the advisability of the whole system being converted, then the whole system should be first investigated, because the St. Kilda line is not a model line—it has no goods traffic, for example.

612. We had an idea that that might simplify it?—I travelled throughout Germany and the Continent of Europe generally, and also visited London and America. I have been to all the principal cities, and have seen nearly every large manufacturer of electrical machinery as well as the constructing engineers, and the universal opinion I got was that it requires a proper engineer's investigation of the whole system to begin with. You could only tell the proper system to use—whether you would have a high tension three-phase system for distribution of your current with sub-stations, or the direct current three-rail system; or have a high tension three-phase used throughout with an overhead line direct to the motors—by an investigation of the whole system. After the last meeting of the committee, I took the trouble to look into the St. Kilda line a little, and I would be very pleased to say a little about it.

613. You have heard what the others have said in connexion with the proposal?—We have had only a very short time to look at it, so I will ask you to take the different statements for what they may be worth. The third-rail system is similar to that in operation in America. It is used on the Manhattan Elevated Railway, 80 miles in length, the Boston Elevated Railroad, Brooklyn Rapid Transit Company, Chicago and the South Side Elevated, Chicago and the West Side Elevated, Chicago and the Metropolitan Elevated, and also on the Rapid Railway to Detroit, which is 65 miles in length.

614. Do you mean railways running direct, such as from Kyneton to Melbourne?—Yes. There are many of that distance, or approximately so. I have a statement in regard to the applicability of the system to the St. Kilda line, and also some figures which might interest you in regard to some existing electric railways in England, which I will read. It is as follows:—

THE ST. KILDA LINE.

We are of opinion that the whole system should be converted at once, as the St. Kilda line is working on a very low expense as it is, and would not give the same advantage by changing to electrical traction, as the whole system would give.

We propose to use the third-rail system, similar to work on the elevated lines. Trains to be composed of two motor cars and two carriages during the busy hours, with a seating capacity of 360 passengers per train, or a carrying capacity of 4,120 passengers per round trip hour, and during the other hours the trains would be composed of two motor cars and one carriage, with a seating capacity of 270 passengers, or a carrying capacity of 3,240 passengers per round trip hour. We would run these trains on a five minutes headway during heavy traffic, and on a ten-minute service during the dull part. With this arrangement the time from Flinders-street to St. Kilda could be cut down from the present thirteen-minute to an eight-minute schedule, including six stops, and four trains would answer for the service. One train should be in reserve, which would make a total of ten motor cars and ten carriages.

We would suggest for the source of power on this line, a power-house on the line, near water, and the use of direct current for the transmitting of the power.

We think a rotary converter used as a direct current generator would be the best for a generating unit, for when this line had proved its success, and the whole of the suburban service was changed to electrical, the above unit could be driven as a rotary converter from a central station, which would then have to be built. Thus all the apparatus which would be used for the St. Kilda line at present, would be capable of being used with the complete line.

The cost of the above plant would be, approximately, as follows:—

Cost of cars and equipment (all new cars)	£24,000
Cost of power house	25,600
Cost of third rail, bonding, and copper	18,928
Total	£68,528
Cost per mile of single track	£9,150

The generating unit would be about 1,000 kilowatt rotary used in conjunction with a storage battery.

The average passengers carried on this road at present is 1,500 per hour.

The motors would be geared for 40 (forty) miles per hour.

The Toledo-Munro approximately cost £7,000 per mile. This is an overhead line with single cars of 200 h.p. per car; average speed, 35 miles per hour.

OPERATING EXPENSES OF THE CITY AND SOUTH LONDON RAILWAY COMPANY FOR HALF-YEAR
ENDING 30TH JUNE, 1900.

		RECEIPTS.				
		£	s.	d.	Per Train Mile.	
Passengers and season tickets	...	33,608	2	3	...	26·91d.
Parcels, &c.	...	154	12	1	...	·12d.
Other receipts	...	1,382	3	10	...	1·11d.
Balance from last half-year	...	1,267	9	6		
Interest and discounts	...	2,814	17	2		
		£39,227	4	10		
		EXPENDITURE.				
		£	s.	d.		
Maintenance of ways, works, and stations	...	722	12	11	...	·58d.
Locomotive and generating power	...	7,458	13	6	...	5·98d.
Carriage repairs	...	608	14	7	...	·48d.
Traffic expenses	...	8,964	10	5	...	7·18d.
General expenses	...	2,026	13	7	...	1·62d.
Law charges	...	8	8	0		
Rates and taxes	...	985	2	11	...	·78d.
Passenger duty	...	95	16	9	...	·88d.
		£20,860	12	8	...	16·70d.
Interest on debenture stock	...	5,151	7	7		
Balance available for dividend	...	13,215	4	7		
		£39,227	4	10		

The conductor of the City and South London Railway Company consists of Channel steel, laid between the rails and carried on glass insulators fixed to alternate rails; the return current is through the rails. Voltage, 500.

This road is run by locomotives of 100 h.p. per locomotive.

GUERNSEY RAILWAY COMPANY, LIMITED.
OPERATING EXPENSES FOR YEAR ENDED 31ST DECEMBER, 1899.

RECEIPTS.				£	s.	d.	Per Car Mile.
Traffic receipts and mail contract	...	...	...	5,637	1	10	... 9·54d.
Advertising contracts	...	...	...	94	13	1	
Other receipts	...	...	...	236	15	6	
				£5,968	10	5	10·10d.
Balance from 1898	...	...	...	78	7	8	
				£6,046	18	1	
EXPENDITURE.				£	s.	d.	Per Car Mile.
Maintenance of way	...	...	...	125	14	4	... 21d.
Materials, wages, and fuel at generating station	...	...	...	1,005	11	10	... 1·70d.
Rolling stock, and electrical repairs and renewals	...	...	...	597	12	8	... 1·01d.
General repairs and renewals	...	...	...	187	11	2	... 32d.
Traffic expenses	...	...	...	1,133	16	7	... 1·92d.
General charges	...	...	...	758	17	11	... 1·29d.
				£3,812	4	6	6·45d.
Debenture interest	...	...	...	360	0	0	
Written off improvements account	...	...	...	400	0	0	
Amount written off stock	...	...	...	5	0	0	
Omnibus undertaking	...	...	...	100	0	0	
Balance available for dividend	...	...	...	1,054	12	0	
Loss on omnibus undertaking	...	...	...	13	1	7	
Reserve account	...	...	...	300	0	0	
				£6,046	18	1	

The Guernsey Railroad is an overhead system, and replaced a former steam traction line.

615. Does the estimated rate of 40 miles per hour include stoppages?—The motors would be geared for that; probably your running would be about 24 miles per hour, or about twice what it is at present. You would be able to obtain a speed of 40 miles if you wished. In America there are quite a number of electric railways where that speed is attained. I have mentioned some of the suburban railways, but in the country there is the Rapid Railway of Detroit, which is an overhead system, 65 miles long, and the speed is 45 miles an hour.

616. *By the Hon. E. E. Smith.*—Is that the average speed?—Yes; taking in the slowing and starting, but not the time of stopping.

617. *By the Hon. the Chairman.*—Could you give us any particulars as to what is meant by rapid railways?—That is the name of the company.

618. Are they competing with ordinary steam roads?—Yes.

619. Can you give us an idea of the passenger traffic?—I cannot remember; I can look it up.

620. How do they work the 65 miles. Is it by an independent power house?—This was a railway built by our own people. It was 65 miles long. It is operated from one power house at New Baltimore in Michigan. It is an alternating high-tension system with rotary converter at sub-stations feeding the line. That is to say, the high tension current is brought in to the sub-station. It is first transformed into a low tension, and then with the rotary converter a direct current is produced, which is the power used in the motors and the cars. There is another line designed and built by our own company—the Toledo, Fremont and Norwalk Electric Railway—which is 75 miles long. It is also driven by one power house at Fremont.

621. And in the same manner?—Yes; alternating current and sub-stations. This last line runs almost parallel with the steam road that had the previous traffic. Then there is the Toledo and Munro, and I happen to have the engineer who built this line in my employ in Melbourne. It is 54 miles long. It is an overhead system, and it competes directly with the Lake Shore and Michigan Southern Railway. The speed is 52 miles an hour, and they are increasing it to 65 miles an hour. On some of these lines, particularly on the Toledo, Fremont and Norwalk, the goods traffic is carried by goods waggons attached to the ordinary cars at the same speed. The Pittsburg, McKeesport and Connellsville is practically a suburban line, and used in connexion with the traffic of the Kentucky Steel Works. It is 125 miles long with electric direct current system, with overhead line, and is run at slow speed.

622. How long have those lines been running?—The Detroit is just finished. The Toledo is completed about a year. I think none of them are, perhaps, more than two or three years in existence.

623. *By the Hon. S. G. Black.*—Are they essentially goods and passenger lines. Which is the main traffic?—I should think the cause of their existence is the passenger traffic.

624. *By the Hon. the Chairman.*—In the case of the electric line running parallel with the steam road, does it take the passenger traffic away from the steam road?—Yes. The electric cars run at very short intervals, and when a man wants to go from Toledo to Munro or to Fremont, he does not look up the steam road time-table at all; he goes down to the electric depôt and gets on a car. The steam trains run every 30 or 40 minutes while the electric goes every ten or fifteen minutes.

625. *By the Hon. E. E. Smith.*—Is it a tramway, or a railway with stations?—It has stations.

626. *By the Hon. S. G. Black.*—And a system of signals?—Yes; there is no saving on that point.

627. *By the Hon. the Chairman.*—We have had American people giving evidence, and they say that they have not seen these lines. How do you arrive at your knowledge of these railways?—I spent the better part of 1899 in America, and I also spent some considerable time this year in America. As my people are very largely engaged in the engineering there, I got the information quite recently.

628. You notice some of our witnesses seem to doubt the existence of this?—We have at present under consideration in New York alone, a proposal for electric roads for 200,000 horse power. We have an order for the generators for one road for 200,000 horse-power, and we have one other order for 35,000 horse-power engines and generators for railways. That is for the elevated roads or suburban railways in New York.

629. What effect had the Detroit railway on the agriculturalists of Detroit?—The electric road, of course, carries goods very cheaply and quickly; but I think the greatest instance of the benefit to agriculturalists of electric traction is to be found in Hanover, in Germany, where the local electric road runs lots of little lines off its main track—not only off the road itself, but right into the fields. The motors are thrown out of gear and the trucks drawn by horses to be filled, after which they are shunted on to the road, and the produce is taken away into the town. The produce of the market gardens round Hanover are brought in by electric road.

630. What has given Detroit and those other places the tremendous advantage with those railways. Is it cheap coal, or what is the reason they have been able to have those lines?—The main factor is the convenience to the people. By applying the electric road system to Melbourne you would gain in many directions. There would be less repairs, a lesser number of employés, and a cheaper production of power; but, after all is reckoned, the main advantage is the convenience to the people. You can run trains with a short headway so that people can know always they will be able to travel. The trains can be split up into short trains and run at short intervals. No time-table is necessary. With regard to goods that require rapid transit the same road is available.

631. The people are taking to the new power?—Oh, yes. There is a syndicate forming a company which proposes to connect up all the electric roads between Chicago and Buffalo—that is 400 miles—and to run express electric trains over it with sleeping cars, and compete directly with the Lake Shore railway.

632. We have had no advice of this sort in Melbourne, that I know of, that you are now putting before us, nor have I noticed anything in our newspapers in regard to the gigantic undertakings you have referred to?—I have some figures that might interest you. There is another proposal to convert the electric roads which exist between New York and Boston on the third-rail system. It is to be about 600 miles long. Besides the ones I have mentioned, there are various other electric railways in existence. There is the Detroit-Yslandi and Ann Harbor and Jackson Railway. It is 70 miles direct current and runs about 45 miles an hour and runs goods traffic at the same speed.

633. These are proposals?—No; the only two proposals are Chicago to Buffalo and New York to Boston. That is only a consolidation, you can go from New York to Boston with the exception of 20 or 30 miles now. There are so many lines that with a little changing you could get from New York to Boston.

634. Are the charges on the electric railways higher than those on the steam roads, and do they charge special fares?—The electric is cheaper, as a rule, than the steam. They are able to do them cheaper. I think, roughly speaking, the general experience of these roads is that their working cost is about two-thirds of what it would be on the steam roads. That is, however, a rough estimate.

635. *By the Hon. S. G. Black.*—Is there any instance of steam-roads having been actually converted into electric?—Yes; the Manhattan Elevated and Boston Elevated are two. We have an electric road from East Pittsburg to Wilmerding—that is, on the magnetic contact system. That was a steam-road, and it is only a very small line. The road at the Proving Ground at Indian Head was a steam-road, and converted to an electric-road. That is on the Button contract system.

636. Practically, the two Elevators are the only two large instances?—Yes; that I know of.

637. *By the Hon. W. H. Gray.*—Are the fares on the Detroit railway charged by sections?—They charge on the long railways by sections. They issue tickets in sections, or you can buy 1,000 miles or 100 miles of travelling, and in those cases the ticket is torn off at the end of the section.

638. What rate per mile?—About $\frac{3}{4}$ d.

639. *By the Hon. E. E. Smith.*—Is that about the general charge in America?—It varies very much. The short distances very often have a uniform fare of five cents., or $2\frac{1}{2}$ d. That is found to be the most satisfactory system in suburban work.

640. We are told that our suburban system is cheaper than any other in the world?—As a steam rate it is cheaper than in London.

641. Are the rates cheaper on electric roads?—I would not say they are cheaper. Our rates are not cheaper than in New York, where you can go from one end of the Broadway to the other—at least 10 miles—for $2\frac{1}{2}$ d.

642. *By the Hon. the Chairman.*—In regard to the Detroit line, you have a steam railway running alongside. Are they both paying?—The steam railway pays as part of a very big system. The electric pays on its own hook.

643. Do you know the rates?—I have not the information with me.

644. Or the number of passengers that are carried at present?—I would be very pleased to furnish the information.

645. *By the Hon. W. H. Gray.*—You suggested in your St. Kilda scheme that you could have so many cars running carrying 360 passengers. That would give you about 4,120 an hour. Could you give any idea of the cost of running that service per annum?—I will have an estimate made showing what it would cost to take the present traffic per annum.

646. *By the Hon. E. E. Smith.*—Would you also give us the price to run at a certain speed. It would be too short a line to run three times the present rate?—Yes.

647. *By the Hon. S. G. Black.*—Are there the same advantages with the third rail as with the three-phase system in starting?—We think that the advantages of the third rail as against the overhead with direct current are such that there is no other system that is really seriously considered for a large practical work, except where there are special cases that diminish the many disadvantages attaching to high tension for motors.

648. From what we have heard the high tension would seem to be a good system?—If you have a Melbourne electric system, the only reason is to reduce the size of the conductors, to reduce the installation costs, and the cost of distributing the current. It is like pouring water out of a pipe. To get a certain amount of water out of a pipe, you can use a large pipe and let it run through slowly, or force it through quickly. There may be some slight economy in the cost of construction and distribution. In all those large railways I have named, and practically all over the world, perhaps with the exception of one or two instances, the third-rail system is used; and I should doubt very much if it is wise for Melbourne to experiment on the use of a high-tension current in motors. You see the high-tension current is all right

for distributing to sub-stations, where it is then reduced and converted to a direct current for use on the motors. On the tram-cars in wet countries—in Germany or other foreign countries—the passengers very often receive a shock, and that comes from a current of 500 volts; and if you were to get a shock from 3,000 volts the next thing would be a *post-mortem*. There is absolutely no question about that.

649. There is that danger?—Yes; the shock that you would get from a current of 500 volts would only give you a very unpleasant sensation. Under any system that I have been on, I have found that you could occasionally get a shock, but it would be a very small one. If it were with the high tension system, you would probably be dead.

650. As a matter of fact, people are not killed on these lines?—I do not know any instance of those lines on that system in existence. There is no danger to life if the thing is properly conducted on a proper system.

651. *By the Hon. W. H. Gray.*—You have given an estimate here for the St. Kilda line of £24,000 for cars and equipment; cost of power-house, £25,600; and for cost of third rail, bonding, and copper, £18,928. That is a complete installation to carry the number of passengers put down here—4,120 passengers per hour. Will not that power work the two lines—the St. Kilda and the Port Melbourne as well?—It could easily be done. It would only add a little to these figures, because the buildings are there.

652. You have a knowledge of the low cost of the St. Kilda line. You think that the electric system can be worked at the same cost as the present system?—Oh, yes; less.

653. If you were to install the St. Kilda line, it could be worked at less cost?—Yes. I do not know how the figures would come out, taking into consideration the capital cost. If a new line were being put down that would have to be considered.

654. Taking 4,120 passengers an hour for twelve hours, in round numbers it would be 49,000. Taking that for the year, it is nearly three times the amount of traffic on the St. Kilda and Port Melbourne lines altogether. If £25,000 would find the power for that, it ought to find the power for the two lines?—Yes, with an additional unit. It would mean an additional engine and generator.

655. *By the Hon. E. E. Smith.*—You have to duplicate the machinery?—Yes, it is generally wise to put in a duplicate; but we have reckoned that we could carry the storage battery on from one unit.

656. *By the Hon. W. H. Gray.*—You do not think it would be wise to put a unit at the Spencer-street station?—It would be quite wrong. No object could be gained by it. There is no room in that power-house. You would have to increase the size of the power-house. There would be no saving, because if you put more engines in there you would have to put in more men.

657. In the 65 mile railways in America that you have mentioned, the sub-station is in the centre. Can you give any idea of what the loss is in transmitting the power from the central station to the end of the line?—I think I can get it. That is, in regard to the Rapid Railway of Detroit.

658. *By the Hon. the Chairman.*—Considering the whole thing from the point of view of a suburban system such as ours, are we right in starting it?—I think so. I think that it would be an advantage. I have taken the very highest authority in the world about it, and I think it would be very wise first to see the relation of the whole system in regard to the individual lines from the stand-point of electrical conversion. The question of the goods traffic comes in. That was my difficulty in preparing a scheme for the whole system. That wants consideration. You have a goods traffic here in Melbourne coming from long distances in the country, and these country lines are crossing over your suburban lines; and you have to devise a scheme without interfering with the regularity of your goods traffic.

659. As far as you have gone, and from the discussion in the press and amongst our own engineers, is it your opinion that it would be more economical and a great public advantage?—I think the change of the whole system would justify itself, and I am perfectly certain it would be of great public advantage. But I do not think any man exists who could say right off without a laborious investigation exactly what the financial result would be at the beginning. It is simply a problem whether the increased facilities to the public would induce so much extra travelling as would pay the interest on the capital expended. Everywhere else it has been proved that it does. That is all a man can say.

660. *By the Hon. E. E. Smith.*—That is as regards an ordinary system?—Yes. There is no reason why it should not pay.

661. Is there anything in the matter of fuel against us?—Very good steam coal can be obtained here; the price is high. That is one of the main things that wants to be investigated—what is the value of the coal—the heat value of the coal.

662. *By the Hon. W. H. Gray.*—Even with the present price of coal, the electric power can be compared with the locomotive?—Yes, that is an absolute certainty.

663. There was a statement that inferior fuel, or waste fuel, can be used to generate electricity?—That is done in some cases. If you get a fuel very cheap it is sometimes cheaper to burn a great deal of an inferior fuel. It depends on the prices of the two.

664. *By the Hon. the Chairman.*—Is there anything in the nature of our brown coal being used for the purpose?—Yes, very largely in Germany.

665. It has been asserted here by some of the merchants that large deposits of brown coal exists within 10 miles of Melbourne?—I am told there are.

666. Do you think it would be more economical to tap these very large supplies?—That is a matter of comparison between the heat value contained in this brown coal compared with the heat contained in the steam coal obtainable, and the relative cost of the two, as to whether it would be more economical to burn large quantities of the low-grade or a small quantity of the high-grade. That could be determined, and it might turn out to be the cheaper coal.

667. Take Korumburra, for instance, would it be cheaper for us to have the generators there for transmission both of freight and power?—There are power-stations in the United States transmitting power, I think, as far as 70 miles; but I should think that would be a thing that would want very close investigation.

668. Not only would you bring the coal, but you would put the power on the wire. You have to go there for all your coal?—That again is a comparison as to the cost of transmitting the electricity such a distance, and it involves the capital cost of the line, and the loss compared with the carriage and cost of the coal. The interest on the extra capital cost of the 68½ miles to Korumburra looks, from the evidence,

to be an advantage to us, because we have an enormous quantity of coal to move from Korumburra to Melbourne. It could be investigated. At first sight I should doubt if the consumption of the coal in the main generating station would be sufficiently large to make the saving that there might be sufficiently great to pay for the interest on the capital cost of the transmission plant.

669. But in the case of Korumburra, where trains go backwards and forwards from Melbourne, it is possible that a partial generating on the spot would be an advantage sectionally?—Yes, if part of that line were run electrically no doubt it would. It is always an advantage to have the coal near the power-house. But it is a comparison that I think it is impossible to speak upon without actually going into the figures.

670. *By the Hon. W. H. Gray.*—You would not be afraid of fire breaking out on a train, there would be more danger from the shock?—Yes.

671. *By the Hon. the Chairman.*—I think you said there has been no loss of life in connexion with electrical railways?—I have never found any due to shock. I have found a case of loss of life of cattle in Paris, but they have got a peculiar system there that would never be considered for this country, so that it does not apply to it.

672. *By the Hon. S. G. Black.*—I understand that in Germany they use briquette coal, on account of the extremely heavy cost of carriage of black coal?—It was a necessary substitute there. I believe that this coal is used in combination with the black coal for steam-raising purposes by very large works in Germany.

673. *By the Hon. E. E. Smith.*—You claim that by electric traction between Melbourne and St. Kilda that you would run twice the number of cars at double the speed, and at considerably less cost than the present system?—No, I do not think I said that. I must explain that I had in my mind a cost per train mile.

674. With the same traffic?—Oh, yes; we will carry the same traffic, with a better speed, and at less cost.

675. It comes to this: That you claim that by electric traction from Melbourne to St. Kilda you could run twice the number of cars at double the speed, carrying the same number of passengers at a considerably less cost?—Yes; we claim that we can carry the same number of passengers that are carried now at twice the speed approximately at a cheaper price than at present.

676. And run twice the number of trains?—Yes, but smaller trains than at present.

The witness withdrew.

TUESDAY, 22ND OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
The Hon. F. Brown,
The Hon. S. G. Black,
The Hon. W. B. Gray,

The Hon. Walter S. Manifold,
The Hon. E. Morey,
The Hon. E. E. Smith.
The Hon. Sir Arthur Snowden.

Walter McL. Arnot, examined.

677. *By the Hon. the Chairman.*—What are you?—Engineer of the Allgemeine Electrical Company, residing in Melbourne. I have seen some of the electric traction lines at home and on the Continent. I have travelled over the Burgdorf and Thun line in Switzerland. That line is on the standard gauge of Switzerland, and the main express trains travel over it for some distance—about 5 miles. The line touches a lot of farming country and residential places, and it carries goods, mails, and ordinary traffic. I spent two days on that line. The power is generated down in the Thun Lake from water power, and is conveyed by three-phase currents on to transformers every two miles on the line. Of course, they are all connected on to the same overhead system right through. I visited all the power-houses, the different shunting stations, and so on. The managing director took me over the whole place, and showed me all the features, and they are running very successfully. They have had no trouble with their overhead line. In regard to the maintenance, it is almost reduced to nothing. At the transformer stations they have no attendants; they have simply a small brick house on the wayside with a static transformer placed in it, and everything in the way of attendance is cut down to a minimum. My company at home, the Allgemeine Company, are building just now locomotives to travel 150 miles an hour. I had an interview with my chief director, Mr. Rathenau, about eighteen months ago, when I was at home, and he expressed to me his views on future traction for express service, that is where the traffic warrants it. He said that the present day travelling for express trains between large capitals, where the trains are, say, five or six a day, and the trains are crowded, is not up-to-date. What the people want is a rapid transit from place to place. When they want to travel, say, between London and Liverpool, they want to get there as quickly as they can. We had particularly in view the line between Berlin and Hamburg, on which there is an enormous traffic, and he proposed that trains travelling every fifteen to twenty minutes, as the traffic warranted, should be sent out from Berlin and Hamburg. Those trains should be composed of three or four cars, travelling at high speed. When you travel at 150 miles an hour you must have a special road bed. This would not affect the question out here, but it shows the general tendency of the Continent to go into the question of electric traction. I expect to get in about two weeks' time the results of their experiments with those locomotives. It is argued that if you run trains at ten or fifteen or twenty minute intervals, according to the traffic, you do away with all time-tables. At present business people have stated times at which to travel from Berlin, and those times may not suit them. They may have to rush through their business, or they may have an appointment which causes them to miss their train, so they have to write or telephone, but with trains running every fifteen minutes all they have to do is to go to the station, find the next train, and off they go. In connexion with that line my director had an interview with the Kaiser, the German Emperor, and explained his views to him, and the Government have taken it up. The chief of the railway service in Germany has gone fully into the matter with him, and at present they have built 20 miles of railway so as to perfect the locomotive. Once it is perfected, they intend to build a line between Berlin and Hamburg with a special heavy road bed, and on that they

will travel at this high rate. They hope the public will be so pleased with the express service and it will be so taken advantage of, with its greater facilities in time and everything that at a later date Berlin will be connected with St. Petersburg, Vienna, Munich, Brussels, Paris, and all the different large cities by an express service on a special line, altogether separate from the Parliamentary trains and goods trains, which will enable people to travel to those places with much greater speed. That shows the general tendency in the old country in regard to rapid transit. This system, I may say, is being constructed on the overhead three-phase system, similar to what Mr. Haussegger was describing to you. I travelled over America about four years ago on several of the lines there. Most of them were street railway systems which were simply running cars along the street, independent of all time-tables. That does not bear on this question, but I have seen several reports about the Nantasket Beach Railway, and one or two others, in which it is conclusively proved that electric traction is, no doubt, the thing of the future. Owing to the greater facilities offered the traffic was largely increased. To my mind, this question of electric traction out here is not so much what system you shall use, whether you shall use the overhead wire or the third rail, although that is a very important question, but the first point you want to satisfy yourselves on is whether the greater facilities which you offer to the public by means of electric traction, in the shape of more frequent trains and a more rapid service, will give you a sufficient increase in the traffic to enable you to pay the interest on the extra expenditure of the electric system. That seems the whole thing in a nutshell, to my mind. It is useless to give approximate estimates. I can give approximate estimates, but that will not settle the question whether you will be warranted in going in for it. Certainly, the trams have taken a lot of traffic away from St. Kilda and other lines, and the question is whether you will be able to bring that traffic back to the trains or not. I live in St. Kilda, and I have noticed the trains, and I know if I miss a train by ten minutes I can get into town quicker by a tram. I time myself, and say, "I have twelve minutes to wait for a train, and I can get in by car quicker." If you had a more rapid service in the busy times you would get a larger number of passengers who would walk up to the station, and finding a train was going in two or three minutes they would take it. Now they remain at home, and come with a rush at the appointed time. I think myself, from what I have seen at St. Kilda, if you were to adopt the electric system there you would get a large increase in traffic, but whether that increase would be sufficient to warrant you in going in for electric traction is a matter which lies more with the traffic manager. I think the best thing to do in order to solve this question would be to ask the traffic managers and mechanical engineers of the Railway Department to meet one or two outside business men or electric men, and let them sit down and fight it out, go right into every detail, see exactly what traffic has been lost by the Railway Department, what traffic would be gained by it, and whether that traffic, together with a more efficient service, would pay for the increased expenditure. Regarding the two systems, overhead or third-rail, my company make both, whichever is the most suitable for the place, but to my mind the only system which is feasible is the overhead system. For example, during that heavy rain last Sunday, if we had had the third rail, there would have been a stoppage all over the city. You cannot run electrical locomotives picking up the current on a third rail with 5 feet of water over it. Then, when you come to the shunting at Spencer-street and Flinders-street, where you have such a number of lines, to have a system of third-rails would be out of the question altogether. It is bad enough for the shunters and porters crossing the lines in a dark night, or a wet night, to dodge the trains and the traffic, but when you have a third rail for them to dodge as well, they would be turning a few somersaults, and they would probably lie down and wait for the train to come along and finish the job. One American paper said, in regard to the third-rail systems in America, when commenting upon the Italian railway, particulars of which you got from Mr. Haussegger—"Provided they could keep the leakage from the third rail down, the mildews off the insulators, and overcome the trouble they get from the rotary converters, if they had a few of those things quietened down and kept out of the public eye, the general manager would be happy, but they are always getting shorts and leakages on the line." The rotary transformers, which require attendance pretty often, get out of step, or out of synchronism with the line, owing to the rapid load that comes on. The rotary converter is a synchronous machine that must keep step with the dynamos, and it cannot stand a very great overload. At times, with a railway service, you get three or four trains starting at one time, pretty near the same spot, and that overloads the machines, and they go out of step. I have heard of a good deal of trouble that way. I might mention in regard to the London underground system, when tenders were received there was such a difference between the tenderers (Ganz and Company were the lowest, I believe) that they asked Sir William Preece and Thomas Parker to judge between the tenders, and see what in their view was the best. They looked into the whole matter, and decided that the three-phase system was the best for the work in question. I would strongly advise, if you are going in for electric traction, that it would be unwise to go into it in an experimental way. If you decide to equip the St. Kilda line with electric traction you ought to equip it in such a way that, when you increase the power-house for the other lines, the system which you adopted for the St. Kilda traffic would be exactly the same and would simply need a few more engines and dynamos. With regard to expense, it has been conclusively proved all over the world, on the Continent, as well as in America, that electric traction is a cheaper way of moving bodies from one place to another, and the question would be is it advisable in this case or not. If it is advisable, then adopt a system, and stick to that system, but to adopt the one system as an experiment would mean that, if it proved successful, when you came to equip the whole of the lines or a number more with electric traction, this system which you adopted for St. Kilda probably would not be suitable, and it would mean throwing out the whole thing on the scrap heap, or selling it in the best market going, which would mean a loss of money. Then, in regard to whether the trains should be run on the block system or singly, as in a street car service, the only way I see to do would be to run on the block system, unless you have a separate line for the electric traction. One or two gentlemen have said they do not see why it could not be run as a street car system. I ask what would they do in the case of the Oakleigh line when you had expresses running to Dandenong. If you had cars running independent of all times, independent of block signals, it would be awkward to have an express car coming up behind and giving the car a shove along.

678. Have you had any experience in the reconstruction or converting from the standard system to the electric system on any short line?—I have had no experience personally. My company has done several lines, but it has been mostly on very short lines, just as we are now converting the 20 miles from Berlin to Zossen.

679. That is a standard double line?—Yes, the standard gauge. We are converting it into an electric line. Mr. Brown, who erected the Burgdorf to Thun line, said, if he was building the line again, or any similar line to carry goods and passengers, he would go in for the three-phase system again. He sees nothing against it. Furthermore, in regard to the danger of running the three-phase system at a higher potential than you run the third-rail system, with the ordinary third-rail system, or the overhead system, such as you have in Sydney or Brisbane, on a wet day sometimes, owing to the rails being earthed, you have a bad contact between the rails and the wheels, consequently, when you step on to a car, you also make contact with the iron-work of the car, and make another circuit for the electricity. You get a very weak current, but you feel the sensation. With the three-phase system that is impossible, because the three wires are all suspended; you have no earth in the whole system. With the third rail, or the street railway system, you have an earth on one line, and you make a connexion by getting on to the car. In the three-phase system, with a higher voltage, owing to the line not being earthed at any point, you do not make a circuit with the earth. I never experienced any peculiar sensation on the Burgdorf-Thun Railway, and I travelled up and down it. On that system they are running trains of three or four cars, according to the traffic.

680. Without fixing ourselves as experimenting, if we want to make a start, and say to you—"We will start at St. Kilda, Collingwood, or Port Melbourne," what would be the cost of shifting from one system to the other on the St. Kilda line?—I should say, if you were converting the St. Kilda system into an electric traction system with the view of further extension, it would cost about £80,000 to £90,000. If you were converting the St. Kilda system as purely experimental, and confining it to the St. Kilda system, with no idea of further extension, you could do it for about £40,000 to £50,000.

681. What would be the cost of the St. Kilda line?—Between £80,000 and £90,000 would be a safe figure on which to base your estimates. To closely estimate one would need to confer with the railways, go into the grades and details regarding construction, and also the power-house.

682. Is there any line that you can point to that you converted, about the same size as that line?—The only system which has been converted has been the elevated railway. When I was in America in 1897, the question was then brought up, and the proprietors went into the question, and compressed air and several other systems came up. They decided to adopt the electric traction by the third-rail system, but the conditions under which the Manhattan Elevated Railway line is run, and the conditions under which you would run are different. There you have an overhead railway with a practically straight line, with very few crossings. It is only at the stations there is a double loop-line crossing, and there are not the same difficulties. Here it would be different—you would have all this network of lines to deal with. That railway has been started; I believe it was built by the General Electric Company of America. That is the only system which is similar to this one, and that is not very similar.

683. *By the Hon. J. H. Abbott.*—What is the rate of speed usually run at on short lines?—In short lines here, between stations, you would get up a speed of 30 or 40 miles an hour.

684. You are now speaking of the possibilities of what could be done; on the St. Kilda line could they go at that rate?—They could go at a speed of 30 miles an hour.

685. Safely?—Yes.

686. *By the Hon. the Chairman.*—Do you think the St. Kilda line would be the best to begin with?—Yes, it is separate from all other lines. The traffic is purely local. On the Port Melbourne line you would have the goods traffic travelling over it, and it comes into the Flinders-street station, crossing several lines. The St. Kilda line is entirely separate, and would not interfere with the other traffic.

687. *By the Hon. J. H. Abbott.*—There are some trucks of firewood going to St. Kilda?—They would be able to go just the same. When I was in Liverpool, three or four years ago, I inspected the Liverpool Overhead Railway, and the question came up about the shunting. I spoke to the engineer at the station about it. With the third rail the current is collected by a cast-iron slipper, slightly broader than the rail itself. I asked how they got on with short circuits; did it give them any trouble, and he explained that when the slipper had been running a few hundred miles, it got worn in the centre, and dropped down a little. The two outside rails are a little lower; the third rail is generally half-an-inch or an inch higher than the other rails, so that in crossing over, or shunting at the stations, or anything like that, it has happened once or twice in crossing the points that the slipper touched the rails, and so made a dead short circuit between the third rail and the ordinary rails, and the short was so great that they had actually to cut the rail away with a chisel. In the meantime the whole service was stopped, and if that happens on a line where there are comparatively few points, what would happen when the train was coming out of Flinders-street into Spencer-street?

688. *By the Hon. the Chairman.*—Those difficulties have all been got over as far as we know; it only shows that we must have proper persons to direct the beginning of the business?—Yes.

689. *By the Hon. J. H. Abbott.*—You do not look upon those difficulties as insuperable; there must be crossings?—They are not insuperable, but they are very awkward when you have a third rail to work.

690. Are they so awkward that you would say they are not worth trying to get over?—I should say so; not alone have you those difficulties, but the first cost of the system is more.

691. *By the Hon. W. S. Manifold.*—That is with the third rail?—Yes, as against the overhead system. With the third-rail system you have to sink so many of thousands of pounds in copper, whereas with the overhead system you can run with a higher potential, and you do not require the same sectional area of copper.

692. *By the Hon. the Chairman.*—In travelling in America did you notice that the goods trains followed the passenger trains in the evening, and that they ran them both from Detroit alternately?—I did not see anything like that; I only noticed the passenger trains.

693. *By the Hon. S. G. Black.*—You say that if you were experimenting, the cost would only be about half the permanent installation; where would that difference arise?—In the first place, if you were putting down a system with a view of further extension, it would be the height of folly to put down engines of less than 1,000 horse-power. If you were putting down a system for St. Kilda alone, you would not require to put down the same units. In any case, you would require a 1,000 horse-power engine to run it; but if you have one unit of 1,000 horse-power, you would require another as a stand-by. If you have the system for St. Kilda alone, you might have two units of 500 horse-power, and a third

unit of 500 more. Then again, the station need not be built in the same substantial way that you would require if you were building a large power-house. You could place the power-house midway between Flinders-street and St. Kilda, and tap on to the line; in every way the system would not require to be built in the same way.

694. *By the Hon. J. H. Abbott.*—Would not those things be useful in a further extension?—Yes, they would be useful.

695. *By the Hon. F. Brown.*—Would it be necessary to have the power-house in the centre of the line, with a view of the extension of the system to the other lines; should not the station be nearer Flinders-street?—It would be advisable to build nearer Flinders-street if you decided to make a further extension.

696. *By the Hon. S. G. Black.*—On the Yarra would be the best place for it?—Yes, I think so. In estimating the cost of it you would need to go into the nature of the land; if it is firm ground, the foundations need not be so heavy, but if it is marshy or loose ground it means heavier foundations, and foundations cost a lot of money.

697. *By the Hon. W. S. Manifold.*—What company do you represent?—The Allgemeine Company, of Berlin.

698. The Burgdorf to Thun line, in Switzerland, is on the three-phase system—what tension do they want?—At 750 volts—they generate at 4,000 volts, and transform up to 15,000 volts. That goes the whole length to the other end, and goes into the static transformers; from there they are transformed down to 750 volts on to the line, which is tapped every 2 miles.

699. What horse-power have they got at the power-house?—About 5,000 horse-power.

700. Is that steam horse-power?—Water power—that is at the generators.

701. Do they go in for electric locomotives?—They have two electric locomotives, and six motor cars.

702. On the German line they are still experimenting in order to get the locomotive perfect?—To get every detail perfect.

703. They are not satisfied with the electric locomotives that they have at present?—They are satisfied, but for a locomotive to travel 150 miles an hour the mechanical details are different to what are required in a locomotive travelling 30 miles an hour. They have to take into consideration the wheels, and different moving parts—the metal has to be specially good.

704. Both those systems are on the three-phase system?—Yes, our company approached Siemens and Halske, of Berlin; they are building a car, and we are building two or three; everything is specially insulated, so that there is no possibility of danger.

705. *By the Hon. S. G. Black.*—You do not have the rails bonded?—No, there is no necessity for that.

706. *By the Hon. W. S. Manifold.*—If you have a large shunting yard, such as there will be at Flinders-street, will it be possible to work with the overhead system?—It would be possible, but whether it would be advisable is another matter, or whether it would not be better to have accumulator locomotives, especially for shunting. We have built a number of accumulator locomotives for that purpose alone; for shunting purposes you do not want speed; you simply want horse-power.

707. The trains disconnect altogether from the lines and work with these locomotives?—Yes, with storage cells; having the storage cells in the car makes it so much heavier, and you have greater tractive effort. The accumulators are stored in each end of the locomotive; the man stands in the middle and looks both ways.

708. Up to what horse-power have accumulator locomotives been built?—About 200 horse-power.

709. You have had these accumulator locomotives at work for some time?—For some years.

710. *By the Hon. the Chairman.*—Are not experiments being made now with the direct application of enormous voltage to the locomotive?—Yes, that is what we are doing just now up to 10,000 volts.

711. We are at the bottom of the list; we are now at the A B C part of it with the ordinary small motor; we do not contemplate those giant goods engines?—Those are used simply in the shunting yards of the big stations.

712. I think we had better confine ourselves to the simple roadway of the St. Kilda line, with the ordinary motor in front and behind?—There is no good in contemplating a large sort of thing, but if you go in for the St. Kilda line you must take into consideration the equipping the rest of the lines.

713. I do not think we contemplate at present a great voltage. I am aware it would reduce the cost 40 per cent., and if so, it would be applicable to our railways at a later date, but to-day we wish to investigate the simpler matter of working this 3 or 4 miles of roadway with the best motor?—If you go in for the low tension system on the St. Kilda line 600 volts would be ample, but if you build your generators to give 600 volts, and at a later date you go in for a larger system, what will you do with those generators?

714. Do we lose anything by confining it to the southern system, such as the St. Kilda, Brighton, and Port Melbourne lines; would we ultimately lose anything if, within a year or two, we extended the system all round; is it likely that in that case the same system would be applicable?—It would be applicable.

715. Is there anything that is likely to happen within the next twelve months that will make the system cheaper?—I do not think so. Electric traction has reached almost its final stage as regards suburban service; I would not like to say it has reached its final stage in regard to an inter-city service.

716. The various municipalities put advertisements in the *Engineer* for what they want; the London Council, the Glasgow Council, and other municipalities, advertise that they want so-and-so; suppose Victoria advertised in the usual way, would your company be able to tender?—Yes, they would be able to tender and guarantee the whole thing.

717. In Germany and America they specify what they require?—I could supply all that data. I would go into all the details with the engineers, send home the necessary particulars, and in the event of my company carrying out any work, a working superintendent would be always on the job; and the company would look to me to see to the due fulfilment of the contract.

718. The councils that advertise in the *Engineer* indicate the engines and the various machines that they require, and specify the time when tenders have to be in, so they must have adopted the system?—Yes.

719. Can we count on your being able to supply us with a tender for such a work?—Yes, we could tender for it.

720. How many companies are there in Melbourne or Sydney capable of doing this work?—I would say there were seven or eight capable of executing such a contract.

721. We would have no difficulty in the matter of engineering?—No.

722. Your estimate, with the most modern appliances, would probably be from £80,000 to £100,000 for the St. Kilda line?—About that; it would probably be less.

723. *By the Hon. W. B. Gray.*—Do you think the present rolling-stock on the St. Kilda line would be of any use to us?—It could be converted; but I would not advise it, because it would simply be taking two bites of a cherry.

724. Are they putting new rolling-stock on this 20 miles of line that you are transforming in Germany?—Yes; and they have also to put on a new road-bed, because of the high speed; otherwise it would not require new rails at all, the present rails would do, but owing to the high speed they have to put down a heavier road-bed.

725. You object strongly to the third-rail system?—Yes; I do not object from any business point of view, because we make both, but from a purely technical point of view I should certainly advise the overhead system.

726. Would you put the power-house about the centre of the St. Kilda line, or would you advise that it should be put where it would serve the whole of the suburban system?—If you contemplate beginning with the St. Kilda line in view of further extensions, I would advise that the power-house should be put somewhere near Flinders-street station; but if you put down the system for St. Kilda alone it might be better to put it somewhere about the centre.

727. You are perfectly certain about the success of the system?—Yes.

728. You are certain that if we try the St. Kilda line we will extend the system?—Yes.

729. Then you would not put the power-house there?—No, I would not.

730. *By the Hon. E. E. Smith.*—You have more personal knowledge of this Swiss line you have been speaking of than any other—what speed do the trains run on that line?—Twenty-four miles an hour is the maximum speed.

731. What is the average speed?—I could not say; the acceleration is very rapid; with two cars it is one in thirty seconds, with one trailer it is 38 seconds, with two trailers it is 57 seconds, and with three trailers 71 seconds.

732. Can you not give us about the average speed on the St. Kilda line if the maximum was 25 miles an hour?—I should say the average would be about 20 miles an hour.

733. What is the distance travelled over on that Swiss line?—Twenty-five miles.

734. What is the fare?—I do not remember; like all Continental railways, it is pretty cheap.

735. Does this line travel over a system of steam railways?—Yes.

736. Is it a system of itself, or in connexion with another railway?—It was a system of itself, a private company; but the Swiss railways are owned by the Government, and they use this line for about 5 miles.

737. Do they use the same rails?—Yes, they tap it at one point and use it for 5 miles.

738. Your company is entirely an electric company?—Yes.

739. What is the nature of their business?—Manufacturing all kinds of apparatus, electric lights—power transmission of every description. In 1891 we were the first to show that the electric power could be transmitted any distance; we put up the line between Laufen and Frankfort, a distance of 105 miles; that was the first long distance transmission.

740. Has a locomotive been built to travel 150 miles an hour yet?—No, not yet.

741. What is the highest speed they have reached yet with electricity?—The highest speed has been regulated by the demand, and there has been no demand yet for a very high speed.

742. What has actually been accomplished?—They have been built to go about 40 miles an hour.

743. We have been told that there is a railway running in America at 47 miles an hour?—It is three or four years since I was there.

744. What is the highest speed run upon any of the lines that your company has constructed?—I think from 35 to 40 miles an hour.

745. In what way is the construction of the road made heavier?—Heavier metals; and, I believe, the rails are being raised so that the centre of gravity is lowered. In going round any appreciable curve, if you had a high centre of gravity you would go over when travelling at high speed.

746. This rate of 150 miles an hour is not entirely experimental—have not the engineers some data to show that it can be carried into effect?—No; they have not the actual data, but they know exactly the traffic between Hamburg and Berlin, and they know exactly what it will cost to generate the power.

747. We are led to believe by the evidence that we have had lately that on the St. Kilda line the electric system could be introduced to carry the present traffic at twice the speed, with double the number of trains, at a less cost than the present system, do you believe that that is correct?—Yes, I believe it would cost less.

748. *By the Hon. W. S. Manifold.*—I understand that on these high-class electrical lines there is a system of automatic cut-out, so that one train cannot run into another?—Yes, the signalman controls the block, when the danger signal is up the switch is up, and the locomotive cannot get on to that line; that is a matter of engineering.

749. *By the Hon. S. G. Black.*—On such a day as last Sunday there would be no danger of the current being carried down and forming a short circuit through that water-spout?—No, everything is enclosed; there would be no danger.

750. *By the Hon. J. H. Abbott.*—Is the same amount of brake power required on the electric railways as on the steam railways when the train is going at this high speed?—I have not got particulars; but on an electric train you have not the same mass, consequently the momentum is not so great—you have not the same weight of locomotive, and the cars are not so heavy.

751. *By the Hon. S. G. Black.*—You recommend our having an accumulator locomotive to do the shunting; would it be necessary to have it for this experiment at Flinders-street?—No; it is only necessary where you have a large system. The St. Kilda line could be used for steam as well as for

electric traction. In crossing from the No. 10 platform at the Flinders-street station right over to Flinders-street itself, you would have a multiplicity of overhead wires, so I think it might be advisable to have accumulator locomotives for shunting purposes alone; but that is merely a detail.

752. *By the Hon. the Chairman.*—Do you accept orders for this machinery?—Yes, our high pressure locomotive is running now.

753. *By the Hon. W. B. Gray.*—What is its voltage?—10,000 volts.

754. *By the Hon. the Chairman.*—The voltage on the St. Kilda line would be about 500?—If you have the generators at 500 that is all right for the St. Kilda line, but if you come to increase your station for other lines those generators generating at 500 would not be applicable—you must have the same potential all the way through.

755. *By the Hon. W. S. Manifold.*—It would be no more expensive to put in the high potential in the first instance than the low potential?—Not at all.

756. *By the Hon. the Chairman.*—You are actually doing this work now?—Yes, we build two or three a week of all sorts of locomotives for mining and other purposes.

757. Have you any knowledge as to whether any of the present lines are paying?—I have not. I hope to get by next week's mail the results of the experiments on this 20 miles of line—the cost of the power, and what it actually takes.

758. We are really at the commencement of the business?—Yes; of course, population has everything to do with it.

759. With a population such as we have round Melbourne, is it not necessary to make some provision for speedy travelling?—When a man leaves business his desire is to get home as quickly as possible. I am certain if you offer greater facilities to the travelling public they will respond.

The witness withdrew.

Kynaston Lathrop Murray, examined.

760. *By the Hon. the Chairman.*—What are you?—A civil engineer, who has devoted a great many years to the study of electric engineering. I was for many years in the Victorian Railways as head of the Electrical Branch, and afterwards as Commissioner.

961. Will you give us your opinion on the subject of electric traction?—[*The witness read the following paper:—*]

We occasionally hear used the term “experiment” with reference to electric traction, and the phrase—“Electricity will be the power of the future,” as if it has not been sufficiently proved that whatever any other force can do, electricity can now be made to do, certainly as well, and more safely, conveniently, and cheaply.

To refuse to adopt electric traction in Melbourne, because it has not already been used there, reminds me of an incident I knew of in Bendigo when some people declined to adopt a particular kind of steam-engine, which had been recommended because, though it was extensively used, and gave the greatest satisfaction elsewhere, it had never been worked in Bendigo. They did not want any experimenting at their expense, so they went for a type they knew, and were sorry.

I take it, you are now considering whether the time has arrived when a system now in use and doing good work—a system you are quite familiar with, should be discarded in favour of one you have no personal knowledge of; and you will naturally, before deciding to recommend such a step, consider first—In what respects is the present suburban train service unsatisfactory.

- (a) Are there not enough trains running?
- (b) Do they run too slowly?
- (c) Are they too expensive?
- (d) Are the fares charged too high?

Replying to these questions in order, and comparing existing conditions with those which exist elsewhere where similar traffic is conducted by steam motors, and where it is conducted by electro-motors.

- (a) I think they compare favorably with steam railways elsewhere, as regards the proportion of trains to traffic, and to add to them materially would be to incur expense out of proportion to the extra traffic obtained, or the extra revenue. Comparing them, however, with electrically-worked railways, I find that with the latter a more frequent service is given, and trains can be added without proportionately adding to the cost.
- (b) I think the speed compares favorably with that elsewhere on steam railways, and is fast enough as far as maximum actual running speed is concerned; but if electric working were adopted, time would be saved, as the maximum speed would be maintained longer between stopping places. The actual time between terminals would therefore be less. Then collecting tickets, taking fares, in tramway systems would save in various ways.
- (c) Are they too expensive?—Certainly, when comparing them with electric railways, which every authority I have met or read agrees, cost much less than steam railways, both to equip and manage. But besides what I have read and heard, my own knowledge and judgment convince me that electric railways are less cost.
- (d) Are fares too high?—Not for steam railways. They are as low as any elsewhere, and lower than most. But they are considerably higher than those of electric railways, which I think is the most convincing proof, taken with the service given, of the superiority of the latter.

If they are more elastic, if trams can be arranged to run with absolute safety from collision, quite near each other, and if they can be run at a profit for lower fares, then they are what we want. Encourage people to travel by considering their safety, convenience and comfort, and by reducing fares to the lowest possible. As this can be done best by adopting electric traction, I advocate its adoption.

But I must look on the matter further from a railway man's point of view, and consider what I would do if I had control of the Railways, and were urged to change the suburban system to electric. First, I would want to know accurately the up-to-date condition of things in Europe and America, what would be required to make the change, and what it would cost. I should want to know all about electric railways elsewhere, the different methods of constructing and working them, and the opinion of them not only of interested firms, but of independent engineers, railway men, and the public, not only with a view to ascertain what can be done, but to find which arrangement would best suit us, and our conditions.

I think there is but one way to ascertain those particulars, and without them money would assuredly be wasted, for however capable might be the officials who would have to arrange and carry out the work, unless they had the benefit of the experience gained elsewhere, they would be only experimenters. Well, the way to ascertain these essentials, is to send a thoroughly capable man to Europe and America, and tell him to get what is wanted. In no other way can what is wanted be obtained. I speak as one who has travelled, has been in the inner circle of railway and electrical engineers, who has done a great deal of work, and who knows the extreme difficulty of getting reliable information.

Having obtained the information, I would give it to the railway officials who would have to work the system, with instructions to prepare a scheme; which they would have no difficulty in doing in all its details, and from it the cost would be obtained.

Here outsiders properly come in, while the manufacturing and contracting firms are not those who should say what the railway officials require, they can say much better than the latter what the cost of such requirements would be.

Accordingly, having the scheme, I would get from manufacturing firms the price at which they would supply, erect, and hand it over in working order. Proper responsibility would thus be apportioned. The railway officials would be responsible for their requirements, but not responsible for prices; the supplying firms would not be responsible for requirements, but only for the cost. I do not think an accurately reliable estimate of the cost could be obtained in any other way, though, of course the man who travelled would be able to form an approximate estimate of the cost. He would be able, too, to speak authoritatively as to the maintenance cost, which seems to be agreed on all hands is much less on a properly equipped electric railway than on one like our present suburban system. There is no doubt, too, I think, as to the greater elasticity of the electrical method, or that its working capacity will increase at a higher rate than its working cost.

The following extract is from a recent issue of the *Australasian* :—

ELECTRIC TRACTION FOR RAILWAYS.

In a recent lecture, delivered before the Society of Arts, in London, Major Cardew discusses the possibilities of the future development of electric traction. His remarks are specially directed to the electric propulsion of railway trains, and have a very direct bearing on the discussion at present going on relative to its suitability for Australian railways.

The question of steam versus electricity is mainly concerned with the essentially different types of power distribution. In the one case the train carries its power source (*viz.*, the steam-engine) with it; in the other, power from a central station is supplied to all the trains. Now, large steam engines are more economical than small ones; so a steam railway which runs a few heavy trains per day will be more economical than one carrying many light trains. With power distributed from a fixed source the opposite is the case; for satisfactory working it is essential that the work done per minute at the station shall be fairly constant, and seeing that no work is done on trains at rest, it is obvious that a great number of light trains is needed to supply the required uniformity of load.

Major Cardew thinks that a fast electric service between important centres of population may be made to pay its way if those centres are near enough together, particularly if there are other big towns between them. But the distance traversed, and consequent time required, must be so short that passengers may be indifferent as to the times of departure and arrival, and consequently willing to spread out the traffic over a whole day. In Australia no such case exists; "important centres," in Major Cardew's sense, are cities with populations reckoned in hundreds of thousands, and these, he thinks, must not be more than a hundred miles apart if the electric service is to pay. For long distances, such as those traversed by intercolonial trains, night travelling is essential, and everybody wants to start at a particular time; the heavy train drawn by a steam-engine thus becomes a necessity in such cases.

The matter is very different when we consider suburban railways. Here the question is between heavy trains run at intervals of half-an-hour or so, and light ones every five minutes; provided there is traffic enough to keep the trains reasonably full, the electric method is here the most economical. The initial cost of the power is immensely reduced; the motive power is distributed over the train, as each car has its own electro-motor, and thus the wear and tear of the rails is greatly diminished, while the extra power needed for starting and hill-climbing is more easily obtainable. On the other hand, an enormous saving is effected in the matter of station fittings, such as turn-tables; and last, but not least, the system can be rendered absolutely free from risk of collisions by simple appliances which cause each train automatically to cut off the current from others which are dangerously situated with respect to it.

An opinion seems to be afloat that electric traction is only suited to level lines, but Major Cardew evidently does not share it. He expressly specifies the fact that "much greater power can be provided for mounting steep grades" as one of the special advantages of the electric system.

One of the points of superiority of electric railways over all others, is the well authenticated fact that they always attract more traffic, but to do this there must be a fair probability of the traffic being capable of increase.

Now, as regards our suburban lines, if it were decided to adopt electric traction on all of them (and in my opinion it should be all or none), of course, it would be of little moment which one was started with. But if it were agreed to try one before deciding upon the others, then it would be important that the one tried should be one, the conditions of which are favorable. Now, the St. Kilda line has been named often as a good one to convert first. My judgment differs from that of the people who consider it a favorable one to try first. Not because it would cost more than any other, but that no considerable increase of traffic could be expected upon it. From Albert Park station to St. Kilda-road there is settlement only on one side, and that but over a restricted area. Then, from South Melbourne station to Melbourne, the population is sparse, and will never be of a kind to travel by railway. Besides, there are three lines of tramway running through the district which the St. Kilda line must draw its passengers from.

In the years 1891-2, shortly after I had paid a lengthy visit to Europe and America, I went as exhaustively as I could into the best method of working the railway line between Burnley and Oakleigh, so as to attract traffic as much as possible, and reduce the cost of running to the lowest. The question resolved itself into one between light steam-motors and electricity, and the latter came out easily on top, though this was by no means a good line to work with. My conclusions were, that by the adoption of an electric system expenses would be largely reduced, and a much more convenient and efficient train service supplied than the one then running.

If I had remained in the railways, I would have taken up the question again, and I believe shown that it would have paid to make the change, even on that line. I would also have got out a scheme for working the Collingwood line electrically, and would have shown the great advantage of doing it. I would have also tried to prove that it would have been much cheaper and better to construct electric train lines along every street in Collingwood and Fitzroy rather than the present railway. In the not very distant future all our tram lines will be electrical, and then it will be seen what an enormous mistake it was to build the Collingwood railway.

When I travelled over Europe and America (nearly ten years ago) I had opportunities of getting into the inner circle of railway men. I was very fortunate in meeting prominent engineers in all branches of the profession, and everywhere I heard electricity spoken of as the proper force for working short lines of railway on which was a large and continuous traffic. The many enormously powerful interests which were working against electricity were named, there were vested interests of all kinds, and, in addition, there was the seriousness of throwing on one side valuable existing machinery, to make way for other which had not then proved its efficiency by the time test.

That is why electric traction advanced so much less rapidly in the old countries of Europe than it did in America. One of the leading engineers of Siemens and Halske, in Germany, spoke long and earnestly upon this, and gave me several instances in proof of his statements. In America, Mr. George Westinghouse, one of the foremost engineers there, mentioned a number of cases where even then electricity was taking the place of steam.

If you sent a messenger he would naturally see whether this substitution continued, and whether it is still going on; whether, in effect, the result of the last ten years' working in these countries would supply data to settle the question you are inquiring about.

I notice that one of the most modern electric railway systems, that arranged by the Gung Company, of Buda Pesth, is now undergoing a thorough trial on the Vultillina line in North Italy.

762. Is it your opinion that we have progressed enormously in favour of electric traction during the last two years?—Enormously.

763. Are you acquainted with the New South Wales experiment?—Yes; I have travelled over the lines, and have been in the engine-house. I have not been in Brisbane.

764. Do you consider that we have lost anything by waiting until now, or have we saved anything?—Speaking as an engineer, I cannot counsel delay. Ten years hence things will be very much better than they are now; and the question is, would it be better to postpone the matter for another ten years. I think we have lost a great many advantages by not having electric traction before. I have no doubt you will get a better system now than you would have done five years ago. The methods of applying the known principles of electric traction are many, and the competition among firms has naturally caused them to advance rapidly.

765. *By the Hon. E. E. Smith.*—From the evidence we have received it is pretty clearly shown that the electric system could be introduced on the St. Kilda line, running at twice the speed, with double the number of trains, conveying the same traffic as at present, at a cheaper rate?—Yes; my only objection is that of all our lines it is the one least likely to have an increase of traffic.

766. There is a very large summer passenger traffic—if you could take them in half the time, and run the trains much more frequently there would be a large increase in that traffic?—Doubtless.

767. *By the Hon. W. B. Gray.*—There would be no difficulty in constructing an electric line round the beach?—None whatever. There is an idea that electric traction is difficult in hilly country, but that is a mistake, it is not so.

The witness withdrew.

Adjourned.

TUESDAY, 29TH OCTOBER, 1901.

Members present :

The Hon. D. MELVILLE, in the Chair ;

The Hon. J. H. Abbott,
The Hon. S. G. Black,
The Hon. F. Brown,
The Hon. W. B. Gray,

The Hon. Walter S. Manifold,
The Hon. E. Morey,
The Hon. E. E. Smith,
The Hon. J. Sternberg.

Thomas Hale Woodroffe, further examined.

768. *By the Hon. the Chairman.*—I see you have accomplished your task—how many people were engaged on the preparation of this return?—Mr. Norman, the Engineer for Existing Lines; Mr. Holmes, the Electrical Engineer; Mr. Lochhead, on behalf of the Traffic Branch, and myself formed the committee, with Mr. Mellwraith as our secretary.

769. We may conclude this is an up-to-date estimate, made on the best principles that you can think of?—Yes, as far as we know, it is a fair comparative statement of the two systems. If you turn to page 2 of the report, the last paragraph will show pretty well the lines that we worked on.

770. Will you explain the plan of the work?—This is what we agreed to. We describe first how we came together, and the present service; then we go on to say—"The problem to be investigated is whether by multiplying the number of trains now running, increasing their speed, and the comfort of travelling, and using electricity as the motive power, a decreased working expenditure would result, or an increased revenue be obtained, sufficient to warrant the necessary outlay, and the resulting interest thereon." That was as far as the electric working was concerned. Then we wanted to find out whether the same advantages, or practically the same advantages, could not be obtained by steam traction, and at what cost, in first outlay, and in working expenditure. That is the object of these statements. The first four statements refer to steam traction under different conditions, and the last three refer to electric traction. In order to see what we had to do, we made an actual count of the number of passengers travelling on the St. Kilda line during the most busy parts of the day, because that would of course guide us as to the maximum power required, and we found that 1,617 people travelled between 5.42 p.m. and 6.18 p.m., a period of 36 minutes. We considered that on special occasions, ordinary holidays, and so on, that number might be increased by at least 25 per cent., at a moderate estimate. Then we considered what would be the probable result of an increased and better service, and we thought that taking into consideration the better service, and the greater facilities, we might reckon another 25 per cent. on that. After weighing the matter very carefully, and taking everything into account, we did not think we could reckon upon a greater increase of traffic than that. As far as the power was concerned, that would mean that we might be called upon to move 2,500 people in the space of half-an-hour, or, at the rate of 5,000 people an hour. Upon that estimate we based the amount of power required, the number of carriages, the speed of the trains, and so on, in order to take that number of passengers without congesting the traffic. As regards the probable increase of traffic, which is a very important matter, with regard to the financial part, we say—"As, touching probable increase of traffic, it is of course well known that there is considerable competition with the trams, viz., those to Port Melbourne along City-road, and to South Melbourne, along Bank-street, crossing the railway close to South Melbourne station; and that to the St. Kilda Esplanade, along St. Kilda-road, and Fitzroy-street, passing the St. Kilda station. Following each other at comparatively short intervals along the street, and stopping where required, the trams offer to many persons the advantages of proximity, and convenience, and also of being picked up and set down nearer the business centres of the city than can possibly be done by rail, as a set-off against more rapid transit, greater comfort, and lesser periodical fares by rail. With faster trains, running at shorter intervals than at present, some additional traffic from other suburbs to St. Kilda may perhaps be anticipated during the summer, but the distance of the existing terminus from the beach will always be a drawback to the railways as against the trams"—a very great drawback as far as the St. Kilda terminus is concerned. "Allowing for this, and for any passengers who may be drawn from the trams, and also for the increase due to the natural growth of population in the district served by the St. Kilda line, we consider that any further large increase of traffic, due to extension of settlement induced by improved facilities being afforded on this line, could only be at the expense of other suburban lines. Bearing these facts in mind, we think the probable increase in the traffic already indicated is not under-estimated. Owing to the large number of passengers to be moved in short spaces of time, the desirability of increasing rather than decreasing the speed of trains and standard of comfort, and the absolute necessity—having in view trains following each other more closely and at higher speed—for working on the most approved railway system as regards safety, it is evident that, if electric traction be introduced, a tram system of single cars or small trains,

stopping where required, is quite out of the question, and that trains of considerable capacity, stopping at regular stations, would have to be run." That is against the small trains, stopping to pick up passengers. At present the $3\frac{1}{2}$ miles to St. Kilda is run in thirteen minutes; the average speed is 16 miles an hour, and even to attain that speed they frequently have to run 35 miles an hour. We propose, under these estimates, to run at a higher speed than that—probably an average of about 21 miles, and to attain that speed the maximum would probably be about 40 miles an hour. We say—"In England and America, where suburban railways, as distinguished from street surface lines, are worked by electric traction, trains and not single cars are used, the latest example being the underground line of the Great Northern and City Railway (London), which corresponds in length with the St. Kilda line, and is worked with trains of seven cars each." That is the latest example—it has just been completed. They run trains of seven cars, weighing altogether about 200 tons. On the Manhattan Elevated Railway, which is now approaching completion, under electric traction, they propose to increase the number of cars, which under the steam system were five or six, keeping the same schedule time between the trains, but increasing from about $12\frac{1}{2}$ miles to about 16 miles an hour. We then went on to consider where the power-station should be placed, and we gave very careful consideration to the suggestion in the committee's report of 1898, that the present Electric Lighting Station could without difficulty be extended so as to provide the necessary power for working these lines; but on carefully going into the question we found that it was impracticable—the space was not enough. Again, the staff in connexion with the lighting station already only consists of one driver and one fireman in each shift, and they cannot possibly undertake any more work. The plant required to work this line would mean the running of a 1,200 horse-power engine, and the necessary boilers and electrical appliances, and it would want a proper staff of men; so there would not be any advantage in having it placed there, that we could see. We found that there was no question amongst authorities, that the larger the traffic to be worked by electric traction, the greater the likelihood of profitable results; so if it were decided to instal the system on the St. Kilda line, it should be so designed as to fit in with a much larger scheme, without alteration. Taking that view of the question, we thought that the power-house should be at some point in the vicinity of Flinders-street station, which would be central for the whole suburban system, should it ever be carried out afterwards. The next point to determine was the details of the various schemes. We say—"In estimating the cost of the fitting and working of the St. Kilda line, in the event of electric traction being decided upon, the following points have to be considered, viz.—(1) (a) The system to be adopted—Overhead trolley, or third rail; (b) whether any and what alterations would be involved to existing works, bridges, &c. (c) The best means of applying electricity for movement of trains. Whether by electric locomotives or by cars fitted with electric motors; whether each car should be fitted with motors, or a proportion only. (d) Whether the present compartment cars should be used, or cars with end doors only, similar to those in use in America, adopted. Whether two classes should be adhered to, or distinction of class be abolished. (e) What speed should be maintained. (f) The frequency of trains and the number of cars on each train. (2) (a) Whether a uniform fare should be charged, and, if so, what. (b) Whether tickets as at present should be issued, or fares paid to conductors in cash. (3) The effect of electric working on:—(a) Working expenses; (b) Revenue." With regard to the system to be adopted, we say—"The third-rail system is the one most generally in use in other countries at present, but it is reported that the overhead-trolley system, with high tension current, has recently been brought into use, especially on the Continent of Europe, and has strong advocates, as being more economical both in first cost, and working on large systems, and where the current has to be conveyed long distances. As the St. Kilda line is a short one, either system could be adopted there, and the first cost would be about the same; but if the third rail, with a current of low tension, were decided upon, and it were later determined to operate the whole of the suburban lines electrically, it might be found advisable to instal the high tension system, with the overhead trolley, in which case some of the plant used in connexion with the St. Kilda line would probably be found unsuitable. On the whole, however, we think that, so far as the St. Kilda line is concerned, if electric working is decided upon, it should be on the third-rail system." The next point was, "whether any and what alterations would be involved to existing works, bridges, &c." On that we say—"Having in view the running of trains at short intervals, and the impracticability of laying the third rail across the level crossing, it would probably be found necessary to abolish the level crossing at Bridport-street, Albert Park." There is only one level crossing on the line, just this side of the Albert Park station. To raise the line at this point, together with the necessary alterations to the Albert Park station, we estimate would cost £13,000; but we are of opinion that that expenditure might be postponed until it became absolutely necessary; the traffic is not very great through that crossing. As regards the existing works and bridges, we do not find that there would be any material expense wanted for them. The next point was—"The best method of applying electricity for movement of trains." With regard to that we say—"We are of opinion that motor-cars, with a proportion of trailers, would be the most suitable. Trains to be made up at slack times with a motor car at each end and a trailer in the centre; and at busy times, another trailer and a motor car to be added. This would distribute the weight more evenly, avoid the necessity for reversing trains, permit of a greater proportion of the weight of the train being used for adhesion, enable trains to be more readily reduced in size at slack periods of the day, and altogether give a more flexible system than that of concentrating power in one vehicle." That appears to be the system now with electric trains. The next point is, "whether the present compartment cars should be used, or cars with end doors only, similar to those in use in America, adopted. Whether two classes should be adhered to, or distinction of class be abolished." We say if it were decided to adhere to the compartment system, there would, of course, be no difficulty in preserving the distinction of classes, nor in providing for smokers; but as against this, there would be some loss of time in passengers seeking their respective classes, and looking for vacant seats, and owing to the rapid acceleration necessary to increase the average speed, greater danger of accident to persons attempting to enter trains in motion. With one class only, and end doors to cars, passengers could enter by the nearest door, and choose their seats afterwards. In other parts of the world, where electric suburban railways are in use, it is the general practice to have but one class, and in America and England, to prevent accident, a conductor is stationed between each two cars, who shuts the gates, fixed on the car platforms, when the train is ready to start, thus preventing passengers entering or leaving cars while in motion. If it be decided to work the St. Kilda line by electric traction, the existing bogie compartment cars, first and second class, might be used, the necessary proportion having first been fitted with motors, and accommodation for the

motor man. This course might make it necessary to employ a second man with the motor man, because the motor-man would be inaccessible to the guard." In our estimates, however, for this system, we have allowed for one motor man, and a guard. We have not considered it necessary to allow for a third man. On the point, "What speed should be maintained," we say—"We are of opinion that on the St. Kilda line, with the present stations, and with smaller trains, as described hereafter, it should be possible to secure an average speed of 21 miles an hour, and so reduce the running time to ten minutes, as against thirteen at present. This is a greater speed than is usually run by trains, which stop at all stations on suburban electric systems elsewhere, fifteen to seventeen miles per hour being about the usual speed in America, but on the St. Kilda line the distances between stations are greater. On the Great Northern and City Railway (London), previously referred to, which is the same length, and has the same number of stations as the St. Kilda line, the running time is thirteen and a-half minutes, and the trains (which run at three and a-half minute intervals) consist of seven cars, and weigh, loaded, 200 tons." The next point is—"The frequency of trains, and number of cars on each train." On that point, we came to the conclusion that there should be three car trains, run at ten minute intervals during the slack times of the day, and five car trains, at five minute intervals during the busy part of the day—that is, when people are going into town in the morning, and coming out at night, a period of from three and a half to four hours, trains would run every five minutes, and consist of five cars, while during the rest of the day they would run every ten minutes, and consist of three cars. The next point is "Whether a uniform fare should be charged, and if so, what?" These questions, I might explain, were brought about by the consideration whether it was possible to do away with the staffs at the stations. If we continue our present system of selling tickets, collecting tickets, sending parcels, telegrams, and so on, we do not see any possibility of doing away with the station staffs under any system. If the traffic were worked on the street car system, where you pay a fare for every section, it would be different, but it is doubtful whether that could be brought about. We say—"It is obvious that any uniform fare must be on the basis of the second class rates, as any increase on these would not be tolerated by the public, who now travel second class. On this basis, and taking the business done last year as a guide, the loss on the year, if periodical tickets were continued, would be roundly about £5,000, while, if periodical tickets were abolished, and only day tickets issued, the loss would be reduced to about £1,000. In our opinion, therefore, consideration of this question should be deferred until the result of any alteration which might be made could be ascertained." The next point is—"Whether tickets, as at present, should be issued, or fares paid to conductors in cash." On that point we say—"We think that the public would view with disfavour the abolition of periodical tickets, and it is doubtful whether the conductors would have time to collect all tickets or fares of a crowded car in the short time available between stations. We, therefore, consider that this matter also should be deferred for later consideration." The next point is—"The effect of electric working on (a) working expenses." We went into this part of the question very carefully, because it is always maintained by the advocates of electric traction that there is a very large saving to be made in working a train service electrically. We say—"As regards maintenance of permanent way, and structures with the more frequent train service, it is not anticipated that there would be any material difference in cost between the two systems." In the one case, you would have trains with heavier locomotives; and, on the other hand, you would have motor cars, themselves weighing a considerable weight, and you would have a more frequent service. There are all the structures, drainage, telegraph lines, fences, and all those things to be looked after, apart from the mere maintenance of the rails and sleepers—keeping the banks up, and the bridges in proper order has to be done, no matter what class of traffic is run. "Locomotive charges would be affected by the substitution of motor cars and motor men for the present engines with drivers and firemen; but, as a set-off against savings in this way, there would be the expenses connected with working and maintenance of the power-house, machinery and buildings, motors, and current conductors." They would have the staff at the power-house and the men along the line in connexion with the cables, the third rail, and so on. "With respect to fuel, after careful investigation, we consider that the cost of fuel under the electric system would not be much lower than that now existing, and this opinion has recently been expressed by leading authorities on the subject." I may say, in reference to this, that many have claimed that there is a considerable saving of fuel; but in going carefully into this matter, in connexion with the St. Kilda line, we found there would not be such a difference as people make out. In estimating the quantity of coal required, we have taken 2 lbs. per indicated horse-power, which, in my opinion, would not be maintained year in and year out; but we have taken that, and we have estimated that the engines would be working with full loads for four hours during the day, and with half-loads during the rest of the day or running time. We find that, as we knew partly before, there are considerable losses between the boiler in the stationary engine-house and the rail. First, there is the power to be generated in the engine; then there is work to be done in the generator, the power has to be transmitted; then it has to be passed into the motor, and by the time the power is applied to the rails, under all circumstances there is a considerable loss of power. I understand that with a full load only about half the power arrives at the rail; with half-load it is considerably less, while with quarter-load the loss is far greater. On that point I would like to read one or two statements that have appeared in the scientific papers lately in connexion with this question. There is a very interesting and instructive paper by Professor Carns-Wilson, who is a great authority on electrical matters, read before the International Congress of Engineers at Glasgow in September, 1901. In comparing the cost between steam traction and electric traction, he says:—"The coal consumed per ton-mile is here taken to be the same for an electric generating station driving electric motors on the cars as for steam locomotives. This probably does not give the electric system full credit for the economy obtained by using large engines in the power-house and motors of high efficiency, but there is not as yet sufficient experience to warrant any material reduction being made in the coal item when comparing the two systems." That is the result of his investigations. Then Mr. George Westinghouse, who is another great authority and the maker of electrical machinery, says:—"The far-reaching effect of the cheap production of electricity can only be appreciated by going most carefully into the subject. Suffice it to say, however, that it is only by means of a much cheaper method of generating electricity than by the use of steam engines of even the best type that one can hope to effect such economies as will justify the great railroads in operating all of their suburban trains by electricity." Then Mr. Carns-Wilson, in a further paper on the subject, in the *Electrical Review*, says:—"The fuel cost of electricity is vastly greater than that of steam locomotives unless there is a large load factor, and large load factors may mean frequent stoppages from 'shorts,' owing to the great area of the electrical system necessary to produce a large load

factor. Enthusiasts like Mr. Langdon, the estimable president of our institution, may talk about power for 3 lbs. of coal per unit, but do they really speak in full possession of the facts? At all events, facts in electrical tramway practice point to the expenditure of 3 to 14 lbs. of coal per unit, 6 lbs. for a load factor of about 45 per cent., and 14 to 16 lbs. for load factors of 16 to 20 per cent. The coal consumption is practically inversely as the load factor, hence the importance of a large area in connexion, or of the employment of accumulators." We came across a great many other statements of a similar nature which went to show that you cannot rely upon a very great saving in the coal bill, if any, but we have given the electric traction the full benefit of the small consumption. As regards traffic charges we say—"As the number of trains would be doubled, tickets still have to be issued and collected, trains got away rapidly, telegraph, luggage, and parcels business attended to, stations kept clean, &c., it is not expected that a reduction in the present station staff could be made, especially in view of the fact that at intermediate stations there would frequently be a train at each platform at the same time." That is to say, one porter could not attend to two platforms, but we have not touched the station staff at present. We go on to say—" (B) Revenue. The passenger revenue last year amounted to £26,595. If the assumed increase of 25 per cent. took place with the more frequent service the amount would be approximately £33,250, while if one class of cars only were run, periodical tickets continued, and present second class fares charged, the return on last year's business would have been £21,659, or a loss, as already indicated of, say, £5,000. If on the other hand periodical tickets were abolished, and ordinary single and return tickets issued at second class fares the receipts would have been £25,640, or a loss of nearly £1,000 only. With the assumed increase of 25 per cent. the amounts would be increased to about £27,000, and £32,000 respectively." Then the various services are dealt with. We have shown on this table the cost and full particulars of trains, crews, and all those details in connexion with the present service; that is the first statement (A). The next statement is "(B). Trains every five minutes during busy hours, and every ten minutes during slack periods of day. Present style of cars. Five car trains busy hours, three car trains slack periods. Train crew and station staff as at present." The next statement is (C). Running the service on the same principle, assuming that American cars are used. Statement (D) is the same as (C), excepting that conductors would be placed on the trains, one conductor to two cars as in the American system. The electric service is on the same lines. Our report says:—"With respect to the cost of installing the electric system on the St. Kilda line with new stock it is estimated that to carry the traffic and meet emergencies 36 cars would be required, 22 of which would be motor cars, and the balance trailers. The existing stock can be used elsewhere, and the value of it has been taken into account in the estimate submitted. If the present available stock be utilized for the electric service on the St. Kilda line 27 suitable cars would be available and nine more would be required; motors would have to be fitted to 22 of these. To provide the more frequent steam service estimated for four additional locomotives would be necessary, but there are a number of light locomotives now laid up out of use which, with certain alterations, would be very suitable for drawing any of the trains suggested herein for the quick service." Then we say—"Irrespective of any alteration in the present service, it is contemplated to build carriage sheds for 27 cars at St. Kilda, and the extra cost of providing shelter for the nine additional cars has been included in the estimate." That can be struck out, because I do not think it would be wanted at first. "At busy times there would be five trains on the line at once, of which three might be starting, and to provide the necessary power it is estimated that at least two 1,200 Kilowatt sets would be required (one in use and one stand-by for emergency. A comparatively large unit is proposed, as such a plant could be used should it be thought desirable to extend the electric system, whereas smaller machines would be of less comparative value. The whole of the estimates for the alternative schemes are given in the table attached to this report." I might say, in passing, that as far as the electrical equipment is concerned the figures must be taken as approximate, as we found extreme difficulty in obtaining exact figures, but we think they are not over-estimated—if anything, we think they would cost a little more than the figures we have put down. "The only way to obtain exact figures would be to state requirements and invite supplies of electric equipment, to submit schemes and prices, and give guarantees as to working costs. The wages allowed for are those which we feel sure the Department would have to pay, and are based on the existing classification. It is generally claimed by the advocates of electric traction that because of the following advantages, viz., shorter trains, run at closer intervals, and at a higher rate of speed than the steam trains, the abolition of any nuisance to passengers from smoke and steam, and improved lighting of carriages at night, more people would travel by the trains, and there would be a substantial increase of revenue; but after a careful review of the advantages and disadvantages of each kind of traction, we have come to the conclusion that, for the St. Kilda line, all the principal advantages to be gained by electric traction at a cost for the cheapest scheme of £65,375 can also be obtained by decreasing the size, and increasing the number of steam trains, at a cost of £13,575; but, as will be seen by a reference to the table, the outlay and increased cost of working would not in either case be warranted by the probable increase of revenue." That is the conclusion we came to after going very carefully into the figures and comparing all the results.

771. You condemn both methods?—That is the conclusion we came to on the figures, based on a 25 per cent. increase of traffic—it all hinges on that. If you have 100 per cent. increase of traffic it puts another complexion on it, but we do not think you will get it.

772. *By the Hon. J. H. Abbott.*—Is there any other suburb that could be more profitably tried as an experiment—where the population is more dense?—We have not given that matter much consideration, but we do not think the St. Kilda line is a very suitable one for it. In reckoning 25 per cent. increase, we take into consideration the fact that we might get more than 25 per cent. increase of traffic, but some of that might come from other lines.

773. *By the Hon. the Chairman.*—That would not be the fault of your system; it would be the goodness of your electrical system. That would only prove that something was wanted on the other lines?—Perhaps so. The first column in this table shows the make-up of the various proposed trains of the service; the next is the rolling-stock required; the next is the weight of the various cars; then we have the total weight of each kind of train, the train mileage involved under each system, the car mileage, the average seating capacity right through, the average speed under each system, and the running time in minutes. Then we have the cost of the power-house, machinery, line equipment, &c. As I explained, we propose building a car-shed in St. Kilda, but we should have to make it larger if there were a quick service

of either steam trains or electric trains. There would have to be more vehicles, and the shed would have to be made larger. The cost of making it larger would be £3,375. I might say, further, that in connexion with the electric trains it would be necessary to have extensive pit accommodation between the rails, so that the men could go under the cars to examine the motors. We estimate that the engines, boilers, generators, &c., complete would cost £25,000; cables, third rail and bonding, £10,000; power-house, 120ft. by 70ft., with the foundations for the machinery, and an iron chimney made in the cheapest possible way, and the extra addition to the car-shed would amount to £8,375—or a total for the power-house, cables, bonding, and so on, of £43,375.

774. Can you give some of the details connected with the £10,000 for bonding?—There are the cables.

775. *By the Hon. W. S. Manifold.*—I understood there were no cables with the third rail?—There are some to convey the power from the power-house to the Flinders-street station—that would not be a great item, but every joint of the existing rails has to be bonded.

776. *By the Hon. the Chairman.*—There is a relieving engine, in case of accident, provided in the £25,000?—Yes, there is one full set of gear, and I understand there is one relieving engine, but not spare boilers.

777. Would you call for tenders for the work in England?—I think they might be called both here and in England.

778. This would be approximately the cost of starting the experiment?—No; that estimate is only for the power-house and the electric equipment as far as the power-house and the permanent way are concerned—there is also the rolling-stock to come.

779. *By the Hon. S. G. Black.*—There is no estimate in that table for the land?—We have the land.

780. Having the land, does not the amount of £5,000 for a house 120 feet by 70 feet seem a large estimate?—There are the foundations for the machinery included in that.

781. There is merely a iron stack?—Yes, we kept all those things as low as possible.

782. *By the Hon. the Chairman.*—Have you provided for the extension of the St. Kilda line towards Brighton; would your power-house and equipment cover that?—We have not considered any extension on the St. Kilda line.

783. Would not your engine-power and plant necessarily include the extension to Brighton?—No.

784. What alteration would be required?—I could not say off-hand.

785. Have you narrowed it down simply to the St. Kilda line?—That is all.

786. It would only be the addition of a further generator?—I could not say—it would depend entirely upon the length of the extension, and what train service was run on it.

787. This £43,375 would be merely for the St. Kilda line?—That is all.

788. There would be an additional cost if the line were extended towards Brighton?—There would certainly be more rolling-stock wanted.

789. What voltage have you provided?—I do not know; we consider it would take 1,200 horse-power—we would have five trains on the line at once.

790. Have you not, in your details, the possible voltage that you can generate?—It is expressed here in electrical horse-power—1,200 Kilowatts; that is 1,600 ordinary horse-power.

791. 1,600 horse-power is more than you want on the St. Kilda line?—We do not think so.

792. What is your working power now?—We estimate 1,200 electric horse-power, or Kilowatts. The engines that are running the trains now, I suppose, develop on the average 450 to 500 horse-power.

793. *By the Hon. W. S. Manifold.*—What is the unit you have in this electric estimate for each generator?—They are described here as three-phase generators, but that is Mr. Holmes' estimate. I am not an electrical expert myself. Taking it on the steam basis, I do not think we have any too much power. These trains have to accelerate very quickly, and it takes a considerable amount of power to get them up to the speed. The lines are moderately level, and when once the trains are going it does not take so much to keep them going, but to get rapid acceleration it takes large power. The next column of the return is an estimate for the rolling-stock. If the steam service is doubled, and the time lessened, we should want four more locomotives. Our stock of suburban locomotives is taxed pretty well now, and we should have to fall back on some old C class engines that used to run on that line, and give them more water and bunker space, and so use them in this service. They would be very suitable for it if they had £300 or £400 spent on them, so we have allowed that in the estimate. We should have to increase the stock of cars—we should want nine more cars at £1,000 each, or a total expenditure on rolling-stock of £10,200. If we used American cars, we should have to purchase or make 36 new cars, which we estimate would cost £1,000 each, making the total of that estimate, working the line on the American system, £37,200; but we should then have a number of the present cars available, and their value is £16,680, so the net cost of the stock on that basis would be £20,520. If the electric system is adopted, and we used the present cars, we should have to fit 22 of them with motors, bogies, wiring, and so on, which would amount to £1,000 per car, or £22,000, and we should have to make nine new cars, which would bring the estimate up to £31,000, less the value of the present stock, £9,000; so the net amount of that item would be £22,000. If we used American carriages, under the electric system the cost would be £32,320. Adding all these things together, we should have as the total outlay on the steam service, if we wanted to double the trains and use the present car stock, £13,575, or with the American cars £23,895. The cost of the electric system power-house, using the present stock, would be £65,375, and if we made new cars and allowed for the old stock, the total cost would be £75,695; and we should have to get a credit for £25,680 for the old stock. If we paid for all the stock, then the total cost of the scheme would be about £100,000; but seeing that the old stock could be used elsewhere we credit it with £26,680, bringing it down to £75,695.

794. *By the Hon. the Chairman.*—Could not the experiments be made contemporaneously—that is, you relieve the engines and rolling-stock on the St. Kilda line, and increase the service on another line to the degree you suggest in this estimate; if you completely release the present St. Kilda line rolling-stock and make that line an electric one, you will have at your disposal the St. Kilda line engines and rolling-stock, and you can carry out on another line the experiment of increasing the number of steam trains?—Yes; that is to say, you could equip the St. Kilda line for electric traction, and use the present rolling-stock of that line to increase the service on some other line. There would be no difficulty whatever about that.

795. Have you fully considered the enormous loss sustained daily between ten and four o'clock for the past ten years on all the lines ; for instance, on the Coburg line at ten minutes past ten o'clock to-day, I noticed there were three passengers brought up as far as Moreland, and to bring those three passengers there were 200 tons dead-weight of carriages ; that goes on, I suppose, more or less on all the lines ?—As far as I know the trains are cut down to the minimum required for the service ; they do not run the same trains all day long.

796. It was determined by the Railways Standing Committee nearly ten years ago that there was a frightful waste—some of the members visited the various stations at certain periods, and they came back with the feeling that we were burning the candle both ends by this waste. I suppose you have taken that phase of the question into account with the St. Kilda line—that that waste will practically cease ?—As far as I know the trains are cut down to the minimum. You have to provide for the different classes ; you must provide for first and second class non-smokers, and first and second class smokers, and that necessitates a variety of carriages.

797. With electric traction could not that obvious waste be dispensed with ?—The figures do not show it ; of course you can cut down the trains to two cars or three cars with the locomotive system the same as with any other power.

798. Have you calculated the advantage there would be in the lighting of the trains with the electric system ?—Yes, that has been taken into account.

799. That disposes of a subject which is now engaging the attention of a Parliamentary Committee ?—You can light all the trains with the electric light, but to produce that light you want a certain amount of power ; it does not produce itself.

800. Will not the lighter weight on the line enormously save in the cost of maintenance ?—We think not. We think the maintenance will be about the same ; although the wheel loads may be lighter, the trains will be more frequent, and a considerable portion of the maintenance is not affected by the running of trains.

801. What is the maximum number of passengers you would be able to move in an hour by the electric system ?—On these schemes we estimated that we might have to move 2,500 people in about half-an-hour.

802. Is that the maximum number possible ; would it be possible for you to move more ?—If you run longer trains at less intervals it would, but that estimate is based on five-car trains every five minutes. There would be five cars holding 300 passengers in each train, and eight of those trains would run in 36 minutes.

803. *By the Hon. J. H. Abbott.*—Those are carrying passengers all the one way ?—Yes, they are spread over a little more time coming in in the morning, but we find that between 5.42 p.m. and 6.18 p.m. the rush takes place.

804. *By the Hon. the Chairman.*—After we have made this line is it possible that if any great influx of population took place towards St. Kilda you would find your electric system inadequate ?—We have provided a little spare stock in all these estimates.

805. It is not the spare stock so much as the power ?—I think there will be plenty of power to work this system under all circumstances.

806. In America and on the Continent it is generally admitted that the maximum carrying capacity of an electric tramway in one direction is 4,000 passengers per hour carried past any given point ; you provide for 5,000 passengers ?—Yes, it is the interval at which you have to run the trains that fixes the number you can take. Various items showing the train staffs, station staffs, and other items of expenses, are given in these tables right through, and the result is that, leaving out general charges, such as administration and the cost of the goods working, as being common to any system you adopt, the cost of the present system is £18,546 per annum ; the revenue under the present system is £26,595, giving a difference of about £8,000. If we doubled the trains under the steam service and cut them down as I have described, the cost of working would run up to £27,565, whilst the revenue would only go up 25 per cent., so that unless you have a much larger increase than 25 per cent., it is manifest the increased working of the quicker trains would be done at a loss. To provide electrical power, and pay the interest on the capital involved, the annual cost would be £29,000, so, as far as these figures go, and they have been very carefully gone into, the electrical service would cost a little more than the steam service to bring about the same results. The revenue, again allowing 25 per cent. increase, would be £33,250, so there would be only a margin of about £4,000 as against £8,000 as at present ; therefore, there would be a loss of £4,000 per year, or rather, a difference in the revenue. It must be clearly understood that this £8,000 is not profit, because the interest on the cost of the line is not taken into account in any of the calculations, nor are the administrative charges, nor anything common to the two schemes.

807. You have affirmed that the coal consumption will be equal in both cases ?—No ; I said that the general consensus of opinion was that there was little or no difference, but in this estimate we have given the electrical system the full benefit of what we could. We have taken the 2 lbs. of coal per indicated horse-power, and have taken everything as fairly as we could, with the result that the coal bill will be £6,535 for steam, as against £5,000 for electrical working.

808. Have you taken into account that the great authorities, such as Preece and others, have put it in a nutshell—they say that 2 lbs. of coal burnt at the power-house is equal in efficiency and force to from 7 to 9 lbs. burnt in a locomotive. How do you dispose of that ?—I do not understand that they put it in that way. The force or power produced from coal is the same comparatively wherever you put it. The conclusion I have come to is that, although you may use a less quantity of coal per indicated horse-power at the power-house, owing to being able to use more efficient boilers and engines, still the gain at the power-house is lost in the transmission of the power to the wheel of the vehicle that you move. Supposing the engines are working with full loads, which I understand is their most economical point, there is a considerable loss even then, and when they are working with half or quarter loads there is a very great loss.

809. Supposing this statement, which I have never seen questioned, is correct, that 2 lbs. of coal in the generating of electrical force is equal to from 7 lbs. to 9 lbs. of coal burnt in a locomotive, how will that affect your calculations ?—I do not admit that it is.

810. Would it not transfer the loss into a great profit ?—You may produce the power in your power-house for 2 lbs., but, owing to the frictional losses and those things that occur between your boiler and the

rim of the wheel of the motor, you may want 6 lbs. or 8 lbs. instead of 2 lbs.—that is what I mean. For instance, on the Liverpool Overhead Railway, according to some statistics I have got here, they run trains of 38 tons weight, and it costs them $18\frac{1}{2}$ lbs. of coal per train mile for a train of 100 passengers, while we use 50 lbs. of coal for 500 passengers. In other words, they use about 18 lbs. of coal per 100 passengers carried where we use only 12 lbs.

811. But you do the same if you have only three passengers?—Yes; and if you are working a big 1,200 horse-power engine at your power-house you have to keep that engine going all the time, whether you are carrying three passengers or 1,000.

812. You have a controlling power at the power-house?—I drew attention to this when I was going through it; I quoted some authorities on that point.

813. *By the Hon. E. E. Smith.*—On this system you have introduced here I take it that steam and electricity are working on exactly the same lines as you propose to run?—Yes, that is what we tried to arrange.

814. There are eight locomotives used on this system, with an effective power of 500 horse-power each, equal to a total of 4,000 horse-power; what would be the working boiler power under the electric system?—We estimate that a 1,600 horse-power engine, nominal, which I suppose will work up to 50 per cent. more on occasion, will be required.

815. What boiler power would be required to run this service?—We reckon it at more on the engine power; the boilers would be made to suit the engines.

816. What would be the effective working power of the engines and boilers on this time-table that you have supplied?—I should say they would work up to 2,400 horse-power.

817. With an engine developing that horse-power, and burning an average of 2 lbs. of coal per horse-power on this system, all the difference between the 4,000 horse-power with the locomotive and the 2,000 horse-power with the electrical system is lost?—All the locomotives are not going at once.

818. They have all got steam up?—I think five are going at once—that is in full power. Those trains would be run so quickly in the steam service that it would not be possible for the engine to run round the train, so we would have to have what we call fall-on engines. As the train comes in an engine would drop on to the other end. I think five is the maximum number of engines in use at once.

819. You say there would be no saving in the ticket system, but if the same system introduced on the Twopenny Tube of having one fare over the whole line were introduced here would there not be a saving of labour?—Yes.

820. As far as I can see the electric system offers no advantages over the steam service?—That is as far as we can see, except that the electric trams would be cleaner, and it is claimed there is less noise, and there would be no smoke or grit.

821. Taking two equal services, electricity as against steam, the comparison is in favour of steam?—As far as this particular line is concerned it is.

822. You say also that the fuel consumed would be the same?—We have estimated £1,500 more for steam; we know what the consumption of our engines is per train mile; we have run out the train mileage and have taken that as the consumption for the steam trains; for the electric engines we have taken full load for four hours, at 2 lbs. per indicated horse-power per hour, and we have taken half load for the remainder of the time; of course it is only an estimate.

823. The maintenance and wear and tear are about the same you think?—Yes.

824. Apparently you did not make an estimate upon the present conditions, but you doubled the service?—We have given you the actual cost of the present service.

825. Working the present service by electricity under the present conditions it would show an enormous loss; there seems to be no advantage in introducing electricity in any case?—You want to know all the surrounding circumstances. I have been reading a description of the Manhattan Elevated Railway in New York—there they have a system of 35 miles of elevated road, and they carry about 180,000,000 passengers every year, whereas the whole of our service on the Victorian railways is about 50,000,000 passengers. They ran five-car steam trains every two and a half minutes; they had about 215 locomotives running at once, and they found that they had got to their limit with the steam service, that the structure would not bear any heavier locomotives, so they could not increase the power of the locomotives, and it was that, as far as I can gather, that influenced them in changing to electricity. They are spending three and a half millions of money in the conversion to electricity, and they propose to run six-car trains on a quicker schedule. In some places the railways pay, and sometimes they do not. According to a clipping I got this morning from a paper in Massachusetts, there are 49 electric companies which paid from $2\frac{1}{2}$ per cent. to 8 per cent., and 54 companies paid nothing.

826. Do you know anything about the Sydney electric system?—Yes.

827. We are told that that paid from the start?—The North Shore line pays, I think, according to the last report, $2\frac{1}{2}$ per cent., and the Rose Bay line pays about $1\frac{1}{4}$ per cent. The George-street line paid 10 per cent. the year before last for the portion of the year it was running, and 8 per cent. this last year, with a very unprecedented traffic—it costs them 1s. per car-mile for the George-street trains; the train consists principally of one car. If you look at these figures you will find they run out about half that.

828. They are a greater convenience to the public?—Yes, that goes without saying.

829. *By the Hon. the Chairman.*—What do you know of the North Shore line; what does it pay $2\frac{1}{2}$ per cent. on?—I think it is on the new capital.

830. What length is it?—About 14 miles.

831. Is it all governed by one power-house?—I think so; I think they send the power over to Rose Bay from there as well.

832. How many people are there in the district of North Shore?—I could not say.

833. If the North Shore line pays $2\frac{1}{2}$ per cent., what would the St. Kilda line pay if it is well managed. At the North Shore you have the power-house at the top of the hill and the line is 14 miles long. If that line pays $2\frac{1}{2}$ per cent., ought not the St. Kilda line to pay also; what is that $2\frac{1}{2}$ per cent. on?—I fancy on the new capital involved in the conversion. There is a large quantity of unsettled land there, and no doubt it has good prospects of increased settlement.

833A. With regard to the cost per train mile, this is a copy of a telegram we got from Mr. Oliver of the New South Wales Railways:—"Cost per train-mile electric system, 12·09d. Majority of mileage is

for single cars." What is your cost per train mile on the St. Kilda line as it is worked now by steam?—On this basis it is 27·23d. per train mile, but one train consists of eight cars; per car mile it is 4d. on the same basis as New South Wales.

834. *By the Hon. W. B. Gray.*—The motive power required for the St. Kilda line will be 1,600 nominal or 2,400 indicated horse-power?—Yes.

835. It will take five locomotives running on that line, which equals about 2,500 horse-power, or 100 horse-power more than the electric power?—There will be five engines on the line at once. I cannot say whether they would all be developing 500 horse-power at the same time; I do not think they would; some of them might only be developing 200 horse-power.

836. Would there not be the same saving if the 1,600 horse-power was not running all the time; would you be expending 2,400 horse power all the time if the engines were not at work?—No, only occasionally, just at starting; it might be only for a few minutes.

837. The saving would come in there?—You may put it in another way; as far as my reading goes, the loss in an electrical system is where they are not working up to full load; that is the advantage of working the electric traction on a large scale, because you can always have the engines and machines at full power; directly you lower the load to half load or quarter load, your efficiency is reduced enormously.

838. There would be a corresponding loss in the 2,500 horse-power; the locomotive will lose fuel when standing doing nothing, and the men are still employed?—Yes, and so are the men still employed at the power-house.

839. There would be ten men on the five locomotives?—Yes.

840. There would be a saving in the power-house as against the locomotive?—Our figures do not show that.

841. You think that the one is as cheap as the other?—Yes, on that particular line; we do not say it would be in all cases or on all systems.

842. If you extended the system, you might get a better result?—Yes.

843. *By the Hon. J. H. Abbott.*—Those figures, I suppose, are guaranteed to be correct?—I think so; we have gone over them very carefully one after the other.

844. *By the Hon. the Chairman.*—How is this to apply if the whole system for 10 miles is commanded; have you the same opinion that was given by your own officer, Mr. Rennick, that the experimental period has passed; would the united engines working come to the same result then as with the small St. Kilda line?—That is taking the whole system; I should say you would get a much better result with the whole system.

845. While you are unable, on the 3½ miles on the St. Kilda line, to show such a result, if the whole system were converted, with a central power-house on the Yarra to work a 10-mile radius, you think a better average result would be shown?—I think so; it is a matter that wants to be gone into exactly.

846. Would you take that as an average for the 10 miles?—You would get a better result in dealing with it on a large scale, no doubt.

847. If the St. Kilda line showed a small profit, it would be a large profit on the entire system?—It would be a better profit, I think. It is the opinion of most authorities that to get the best results you want to deal with the matter on a large scale.

848. *By the Hon. E. Morey.*—If the trams adopted the same system, how would that interfere with the railways?—If they were to provide a better service it would interfere with our receipts, no doubt, especially if they lowered the fares.

849. It is possible they would do that?—Yes, that is the danger.

The witness withdrew.

Adjourned.

WEDNESDAY, 30TH OCTOBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
The Hon. F. Brown,
The Hon. S. G. Black,

The Hon. E. E. Smith,
The Hon. E. Morey.

Charles Ernest Norman, examined.

850. *By the Hon. the Chairman.*—You have been called to give us any explanation of the figures that you have compiled in conjunction with Mr. Woodroffe, Mr. Lochhead, and Mr. Holmes, of the Railway Department, in regard to the estimates for converting the St. Kilda line into an electric system. I would like to ask, in a further examination into the matter, have you come to any different conclusion to the one already arrived at; are you satisfied that this is now an opportune time to make the change if the change is to be made?—I think that this would be as opportune a time as any other, but I am not in favour of the change being made at all myself. I am most decidedly opposed to the introduction of electric traction at the present time on our suburban railways, because I do not see that the advantages to be gained by it would compensate for the cost involved.

851. That is what we wanted to have—your clear expression of opinion after an examination of the matter during the last month. You still hold that opinion?—Decidedly.

852. Then what is your opinion, or your explanation generally; of the hurry of the great English towns such as London, Liverpool, &c., which are all advertising for electric plant, to adopt it?—That is, I presume, for traction on street surface railways, or on elevated railways over the streets, or on railways which run in tunnels. There was no movement in England, that I discovered, when I was there a short time ago, or heard of, or of which I have read since, in favour of introducing electric traction on the suburban railways

of the great English railway companies. That is, the suburban railways which run on their own rights-of-way, and apart from lines in long tunnels and running through the streets. There is no movement in that direction either in America. If you will permit me I will read you a short extract from an article in the *Engineering News* of New York, of 5th September, 1901. The *Engineering News*, I may say, is one of the most noted of the American engineering journals. It is not a railway journal any more than a journal connected with other branches of engineering, and is one of the most reputable of all American journals. There has been some agitation going on in New York in regard to the New York Central Railway Company, in an endeavour to get rid of the smoke nuisance and the noise arising from their trains; and, in dealing with the question, the *Engineering News* publishes the following:—

It is stated that the engineers of the company are now working on a plan by which the suburban trains through the tunnel will be handled by electricity and will use the side tunnels, leaving the central tunnel for through trains, which will continue to be hauled by steam locomotives. To get over the difficulty of handling the electric cars in the yards, a loop will be made in tunnel underneath the yard, and underneath the present tracks in the station, the whole being similar to the arrangement adopted at the Southern Terminal station in Boston. Very likely, when the company is ready to move its suburban traffic by electricity, some such scheme will be adopted; but no steam railway company, which has investigated this question, has thus far dispensed with its locomotives. The Illinois Central, for example, went very fully, some years ago, into the project for handling its Chicago suburban traffic by electricity, but after an exhaustive investigation the locomotives were suffered to remain in service. The New York, New Haven, and Hartford R. R. too, has accumulated a large amount of experience with electric traction, and its adoption of electricity on its Berlin line and its Nantasket Beach line some years ago, was heralded abroad as sounding the doom of the locomotive. But the New Haven road has extended its experiment no further. Its vast suburban traffic about Boston is still moved with steam locomotives, and the sub-way loop at the South Terminal station, referred to above, remains unused. We point out these facts merely to show that the maledictions which are being heaped on the New York Central Company, because it has not long ago adopted electric motive power for its trains, are quite unwarranted. The problem of substituting electric for steam motive power is far larger and more complicated than most people imagine; and if the New York Central does make such a change for its entire suburban traffic, it will be the pioneer in the field.

I told the Committee the last time I was here that if the Victorian Railways made such a change in regard to their railways, they would be the pioneers in the field. That is what I gathered from my trip round Europe and America. No similar systems have been changed from steam to electricity, and this article bears that opinion out quite fully.

853. In speaking of our being pioneers in the field you are losing sight of the fact that there are already electric railways running on the Continent. For instance, there is the line from Paris to Marseilles; photographs of the opening of which we have in our Parliamentary Library; which is now running electrically. I take it, you are not denying the existence of electric railways, but merely speaking now of the converting of steam railways into electric?—Yes, decidedly; that is what I am speaking of.

854. Supposing the St. Kilda line had to be made over again, would that change your views. In that case would you make it an electric or make it a steam system?—I would not make it electric, and so introduce a system quite distinct from all the other suburban systems.

855. Supposing we were making a line along from the river to Brighton, through St. Kilda, along the beach; which would you make it?—I would make it electric. I would chance the extra expense there might be in the working of it, because it would not be a serious matter. The electric traction is more pleasant for the travellers than the steam. It is rather more pleasant for them.

856. Then that would apply, I suppose, to the suburban system as a whole. If you would dare it on the St. Kilda line, and began on the south, would you not also extend the privilege to the north, east, and west?—Yes, decidedly; if we had to make our suburban railway system over again. I would make it electric if we were to start *de novo* to-day.

857. I understand that at the present moment you concede that you would make the alteration only on the special ground of greater public convenience, that it would be cleaner, and that the passengers would be very comfortable?—The travelling would be more pleasant for the passengers, and there would be some addition, possibly, in the cleanliness. Our present trains do not make passengers particularly dirty so far as I know.

858. *By the Hon. J. H. Abbott.*—Your examination has been thoroughly exhaustive, and you have quite convinced yourself in regard to the report you are making of it; namely, that it would not be advisable, under the circumstances in which we are at present, to change the steam system for electricity?—Yes; I am quite satisfied in my mind on that subject.

859. And you have come to the conclusion that the expenses would be as great?—The advantages that would be gained either to the travelling public or the State would not be sufficient to justify the expense of the change. That is my opinion.

860. *By the Hon. the Chairman.*—I understood that there were cases where the one system had been altered to the other. Are you quite sure that there are none recorded in the various journals?—This is one of the best journals in the world I have quoted from, and that article bears out what I found out when travelling, that none of the big companies of the world, either in America or Great Britain, are thinking even of altering their suburban railway systems from steam to electric traction.

861. That is what you found your opinion on?—Partly on that, and partly on the investigations we have made.

862. Your recommendation to this Committee would be that they should leave things as they are?—I should say the time has not yet come for any such change.

863. One of the gentlemen from your Department said that electricity had gone past the experimental stage?—That is so; as to the system of electric traction which should be used if it were adopted. There is plenty of electric traction going on both in America and England on the overhead and underground railways, but not on what may be called the surface railways. Their reasons for altering the overhead are that they run along over the streets past the houses, and that the noise and smoke of the locomotives are very objectionable; and the reason for altering the underground railways is on account of the smoke principally, which is also very objectionable.

864. You understand, of course, why we are met here, and we would like to know your advice to this Committee to enable them to recommend a scheme to the Government?—I do not presume to advise the Committee what to do. I have given my views on the subject, and I do not think I can say anything further.

865. As to the question of the cost of changing the St. Kilda line from a steam into an electric system we have already had the views of Mr. Woodroffe on the question, and we would like to get your opinion in

relation to the figures set out in the scheme brought before us by the officers of the Railway Department?—As regards the line itself, the alterations that would be necessary to provide for electric traction in lieu of steam would be comparatively slight. They consist merely of the laying down of a third rail and the bonding of the present rails, and some slight alterations at overhead bridges, to permit possibly of trolley wires being introduced.

866. You have recommended the third-rail system?—Yes.

867. You say, as regards the line itself with a third rail, the cost of the alteration would not be very great?—Not very much alteration would be required. Nothing beyond the laying down of the third rail and the bonding of the existing rails. We have pointed out that it may be necessary, after a time, to alter the level of the Albert Park station, and do away with the present crossing at Bridport-street.

868. As far as the roadway is concerned, we can operate on it at a very small cost?—The cost is given in the table. It is about £1,000 a mile I think. It could be done approximately for £7,000; that is for 7 miles of track. Then there would be the cost of the cables, bonding, and so on; and altogether it would amount to about £10,000.

869. We would be fairly within the cost at £10,000?—I think that would cover the cost.

870. What is the next item of cost?—The cars. We have, of course, estimated for different kinds of trains. I think, and the other members of the committee of the Department who considered the question also thought, we should at first use our present cars, with the addition of as many more cars as we would require to run the increased service.

871. Could you give us the complete cost of equipment with new cars first; that was the alternative. Suppose we have to put new cars?—Perhaps I had better take it in the order it is given here. The first item estimated for was the steam service as at present. There we gave the actual cost and the actual revenue, the number of engines and cars required, and the weight of each car, and so on. The next item was for steam trains every five minutes during the busy hours, and every ten minutes during the slack periods of the day, using the present style of cars, with five car trains at the busy time, and three-car trains at slack periods, with the train crew and the station staff as at present.

872. You are referring to a case that does not exist in regard to the steam system at present, but one which might be brought in?—We are showing how the steam service could be made more frequent than it is in the same way as it is suggested the electric system should be worked. Instead of having the trains at ten, twelve, or twenty minutes intervals, they would run much closer; say five or ten minutes.

873. It is what may be termed, without speaking disrespectfully, the absurdities of the present system, which have brought about the consideration of the electric traction system. It is the running of the trains at long intervals, and not properly bringing this system to the wants of the public, that has brought the electric system under consideration. Have you made a comparison between the electric system and the present steam system?—No; there has been no suggestion that electric trains should be worked in the same way as the steam trains.

874. We have made a report to the House that our steam system, as it is at present, would be immensely improved by the adoption of an electric system; and, accordingly, on the basis of that, we have taken the important step of recommending an experiment on three lines. You come in between and propose to improve the existing state of affairs by a different system, which is not in operation anywhere in the suburbs, but assimilated with the proposed electric system. Is not that so?—We show that we can make a shorter interval service by using steam.

875. Why have you not done that up to the present time?—It costs a good deal more to do it, and the traffic is not sufficient to justify it, I presume.

876. Coming now to the scheme drawn up by the officers of the Department, I suppose the figures given there are actual?—Yes. If I may be allowed to point out, the first line of figures, which is lettered "A" in this table—[examining same]—compares with the first line of the electric, which is lettered "E." The electric system as there shown comprises trains every five minutes or every ten minutes according to the busy or slack time of the day. I presume that no one would think of working with, long trains at long intervals, because it would be just as costly to maintain your power-house and equipment, and keep your power going for those few trains, as it would be for a quick service of short trains.

877. But the locomotive does not adapt itself to the electric method. That is, under the electric system trains could go off with one carriage. No one ever contemplates that with the steam service. Or trains go off with one motor and two trailers, and you cannot do that with the locomotive; or is you do so, you are going to adapt the locomotive to something that it has never been used to—by shortening the trains. It is a comparison with something which has never been experienced?—We have altogether, in the table which has been prepared, four steam systems and three electric systems illustrated and estimated for, and I do not think an estimate for an electric system with trains at ten, twelve, and twenty minutes intervals with a system of trains of nine cars as we run at present would be of any use.

878. We have not asked for that; the ordinary running of the trains would be of no value to us at all. We would not contemplate a train at intervals of a quarter-of-an-hour?—Then, I say, that the line lettered "E" on this table is the one where the electric estimates compare with the present steam service.

879. As to the train mileage involved, if you run the electric system in the way I have spoken of, would you cover 2 miles for every 1 run at present?—You would want twice as many trains.

880. That does not come out in the figures; the train mileage involved is 163,452 per annum, under the present system, and under the electric system, estimate "E," the train mileage is 319,271?—It does not come to exactly double because the train intervals are not exactly half. We have at present trains running at ten, twelve, and twenty minutes intervals at different times in the day, but under this proposed new system the intervals are shortened to five and ten minutes.

881. The car mileage is in keeping with that?—Yes.

882. It is ten against sixteen, and the journey is shortened three minutes?—Yes.

883. What does the term "Signalmen—Traffic" set out in the table mean?—That means that they are men in the Traffic branch. There are two branches of the service connected with the running of trains. The Traffic branch controls the station staff, the train guards or conductors, and the signalmen; and the Locomotive branch controls the engines, drivers, firemen, motor and train examiners, and so on.

884. Then the signalmen are nearly doubled in number in the electric system as compared with the locomotive?—Yes; that is because of the shorter intervals between the trains; it would be necessary to introduce block sections. At the present time the railway line from Melbourne to St. Kilda is worked with only one intermediate block section. That is at Albert Park, and it is only necessary to employ signalmen there. But, if close interval trains are running, especially at a higher speed, it will be necessary to have a signal-box at South Melbourne and another at Middle Park, so that it nearly doubles the number of signalmen.

885. It has been stated that in the introduction of electricity you could establish a system of signalling by means of using the current for the purpose?—I do not know of its being in use. The electric railways about London, for instance, are all worked by mechanical block signalling.

886. The total staff in the electric system will be $74\frac{2}{3}$, and in the locomotive it is $56\frac{1}{6}$?—Yes.

887. Then you calculate about 50 per cent. more men would be required to work the electric trains?—More men would have to be employed on the trains, because there will be more trains. There will also have to be more signalmen, because there will be more block stations. That makes a difference of eighteen men as shown in the return—an increase really of about 33 per cent.

888. You have not given us the horse-power employed on the St. Kilda line—the effective horse-power?—It is very difficult to say what the effective horse-power of a locomotive is. There are four engines used at present.

889. Would it be about 500 horse-power for each engine?—Yes; that is about what they work up to.

890. That would be 2,000 for the four engines. But in the electric system you have nearly one-third more power used. Is all that wasted in the traction and conveying the current?—You have to run more trains, of course. You have to do more work.

891. But there is only one-third of the weight?—Oh, no; the cars will not be any lighter than the steam cars.

892. The motor will be a car, and carries its own power, and will not weigh as much as a locomotive?—But the motor car will weigh more than the ordinary steam passenger car, exclusive of the engine.

893. You hold that a train propelled by electricity will weigh practically as much as a train drawn by steam traction?—Not quite, but nearly as much. The engine is not included in the weight of a train generally.

894. We are including it now. You must include that?—Not in the weight of the train as a whole. The weight of the train is the weight behind the locomotive.

895. That is all right as far as a railway man is concerned. We must take the absolute weight of the vehicles to be conveyed to compare favorably with the whole of the weight—we must take both the weight of the locomotive and carriages?—I do not think you would be correct if you did. I think that the weight that has to be moved by the motive power is what might be weighed. Whether electric or steam, the weight to be moved is what you have to take it at.

896. *By the Hon. F. Brown.*—It would be similar to the case of a horse drawing a dray, you would only count the weight of the dray, you would not consider the weight of the horse, and the horse shifting himself. It seems to me that by electricity the power is not upon the vehicle, that is simply a means to an end. In the locomotive the power is in itself, and I think—but I am open to correction—that in comparing steam with electricity you should take the absolute weight of the whole conveyance?—I cannot say that that is the correct system. I was about to point out that taking car for car—leaving the locomotive out of the question for a moment—and taking motor for motor the cars on the electric train will average rather more in weight than on the steam.

897. But under the electric system we are dragging the train without the locomotive and with the addition of the motors on the vehicles. The energy of the coal has to move the locomotive?—No doubt it does, but it moves the train. You have to burn coal to generate your power in the same way.

898. But we have not to carry half the weight?—Oh, yes; you have to carry practically as much weight under your electric system as under the steam.

899. That is your argument?—Certainly.

899A. Then again, a locomotive will consume about three and a half times as much coal as would be required by a standing boiler or condensing engine; less, of course, the extra friction in obtaining the electricity?—I am not prepared to argue that point of the matter, or even to give evidence about it. That is really not a subject in my line. Mr. Woodroffe is the locomotive engineer of the Railway Department, and he can tell you better than I can anything in regard to points of that kind.

900. There must be an extraordinary loss in the use of electricity if the figures are correct?—We had authorities hunted up on the subject, and we find the general opinion is that there is not much economy of fuel in using electricity. That is the general opinion of authorities in other parts of the world. I do not know whether any members of the Committee have read what Professor Carus Wilson said on the subject quite recently. He says that there is not any difference in the fuel consumption as between steam and electric traction.

901. I think it is admitted that in the generating at the power-house not only can inferior coal be used but that absolutely town waste can be utilized in the production of electricity. That cannot be done with the locomotive. All the articles I have read go to show that inferior coal, and even waste of towns, can be used. Has it not been ascertained by scientists that as much work can be got out of $1\frac{1}{2}$ lbs. to 2 lbs. of coal in the power-house as can be got out of from 7 lbs. to 9 lbs. in the locomotive engine?—I have never seen it so stated.

902. You agree with the figures as set forth in the estimates presented to the Committee?—Yes, I may say that we were a joint committee to investigate this subject; and we each took our own particular branches. Mr. Woodroffe, as Chief Mechanical Engineer, had more to do with the locomotive and motive power of the trains than I had; and I had more to do with any alterations in the lines; so that you will see that he is able to give better explanations than I could give about the amount of fuel, or how the fuel estimates are made up. Mr. Holmes had most to do with the estimate for the electric working.

903. Has it not been found that a simplification in the construction of the lines has been brought about with the introduction of electric traction in regard to climbing hills, and so on, and also doing away with the necessity for large cuttings?—Not in working railway systems. In the street railways they run on steeper gradients. But you can work single cars, where you cannot work trains.

904. But hills can be climbed by electric traction?—That can be done by steam also, quite as much so as by electric traction.

905. You mean to say that there has been no change in the methods of working the mountain railways in Switzerland by electric climbing; that anybody now would make a steam railway to go up the side of a mountain?—The first mountain railways in Switzerland and in America were made on the steam system, and they have just as steep grades as under the electric system.

906. We have had evidence that under the electric system mountains are now being climbed by means of railways that previously could not be faced with locomotives?—I do not know that it is so. These railways have been required, and electric power has been brought into use, and they have therefore been made electric in the same way that if we were making a new set of railways they would be made electric. Similar railways to those you mention have been made to work by steam.

907. Does not that admission cover the whole ground of contention, that the new lines in these difficult passes are being made to suit electricity; it supplies volumes in favour of the argument for electricity?—I do not think so.

908. Is it not a fair inference to draw, that if the new railways that are being made to climb these mountains are electric, then the whole question is at an end. You say they are only making them electric because they are new. They had to make a railway, and the best one to make was the electric?—Yes; and if we were making a new suburban railway system, I should say make it electric.

909. Why?—Because it is slightly better, so far as the passengers are concerned.

910. But look at the serious loss it would show according to the estimates?—Those figures include interest on the cost of making the alteration.

911. That would not be more than it would be with a new system?—I was asked the question whether, supposing we had no railways at all, and we had to start a new system to-day, would I make it steam or electric, and I said I would make it electric.

912. And you say that the railways of Switzerland, being new, are made electric for that reason?—They are slightly more convenient for passenger traffic than steam, and there is a good deal more reason for electric traction being employed on mountain railways than on surface railways. They have very steep grades, and the steam-engine has to be steaming very hard, and making smoke and grit all the time.

913. *By the Hon. F. Brown.*—It is not in consequence of any extra facility offered in climbing a hill by electricity that that system is adopted?—No, whatever they could do with electricity they could do with locomotives.

914. *By the Hon. S. G. Black.*—I do not see anything in this estimate in the nature of an additional amount that has to be put on for the making of a new electric line. Would the cost of £65,375, put down as the total outlay involved, amount to more than the original cost of providing it with a steam service?—No, not necessarily so.

915. Would you kindly explain in what way the estimates would be affected?—If you were going to have a big system, say our whole suburban system made anew, you would establish your power-house and everything of that kind, and not buy any locomotives at all. You would save a considerable portion of the cost of your power-house in not buying any locomotives. In those estimates the present stock is given credit for; but it is not given credit for at its cost. It is given credit for at its present value.

916. *By the Hon. E. E. Smith.*—I do not think that affects the figures; you are only taking off the capital cost of one. You simply adapt it to electricity. It is no worse than with any other line, or with the making of a new line. You have to lay the same permanent way, with the exception of the stations?—Yes.

917. So that if you remove the rolling-stock you can make it fit it exactly?—Yes.

918. *By the Hon. S. G. Black.*—It seems to me to bring out the estimate as against the electric. The steam railway is of necessity a very much more remunerative one to the country than the electric one would be, even from the original start?—No; I still think that the cost of the engines to equip a line originally would very nearly equal the cost of a power-house to work the line.

919. *By the Hon. the Chairman.*—Have you estimated the clean outfit?—It is given in the column under rolling-stock. We have given as against that credit for the whole of the present stock, which would be removed to another line.

920. Would it not simplify matters for the public if you were to remove your rolling-stock; to take it clean away, and charge the account, and debit it with the bonding and the new outlay for the number of carriages, and also the number of motors or trailers?—It is all given here.

921. *By the Hon. E. E. Smith.*—The railway people say it is not advisable to adopt the electric system?—What I said was that if the St. Kilda line were being constructed, and there were no other suburban lines, or if the whole suburban system were made afresh, I would recommend it. I would not recommend an experiment on the St. Kilda line.

922. *By the Hon. the Chairman.*—Not to find out the value of the system?—I do not think there is anything much to be found out in it. Whatever there is to be found out can be done without an expenditure of £60,000 or £70,000.

923. That is from your point of view as an engineer; it might be different from a traffic man's point of view, in regard to the running of the trains?—You can do it by steam also. That is the reason why we have taken out this steam estimate.

924. *By the Hon. E. E. Smith.*—You must understand that this system gives a much higher speed, and much more frequent service. It is only estimated what the result would be so far as the traffic is concerned. If the electric system were introduced it would be an actual proof as to how far the public value the electric line as against the steam?—But we have made estimates, and shown that in our opinion the same extra speed can be given by more trains, and a closer service.

925. You do not know how the public would appreciate it, from an engineer's point of view?—No.

926. *By the Hon. the Chairman.*—What is your estimated gross amount in making a clean sweep of the rolling-stock, and providing for a new electrical equipment?—£58,000.

927. That includes the cost of the power-house?—Just the rolling-stock.

928. What does that give us?—Twenty-two motor cars and fourteen trailer cars. That is 36 new cars on the American system, without separate compartments. The total amount of the estimate for that system would be about £101,375.

929. What is the weight of those cars?—The motor cars are estimated to weigh about 24 tons each, and the trailer cars 20 tons each.

930. Is there any book that you can lay hands on which indicate the market price of those cars to-day?—Not in Australia. The price in Australia would be quite different from what it would be elsewhere.

931. How have you arrived at the value of those cars?—The value of a car is estimated to be about the same as the cost of one of our present cars. They are slightly longer—they have not the compartments in those—and we estimated the cost to be about the same, that is, £1,000 for a car. Then it is estimated that the cost of the motors, and fixing them, would be another £1,000. That is how it is that the motor cars are put down at £2,000 each, and the trailers at £1,000 each.

932. *By the Hon. F. Brown.*—Is it contemplated that they would be manufactured in this country?—Yes, with the exception of the motors. They would probably be imported. The cars will be all built here. All our present cars are built here.

933. *By the Hon. the Chairman.*—Have you estimated the cost of the generators in the power-house?—Yes.

934. For how many generators?—I cannot tell you that. Mr. Holmes will be able to give you that information presently.

935. In the event of new rolling-stock being constructed, would there be any difficulty in the absorption, without any loss, of the engines and rolling-stock at present in use on the St. Kilda line?—If we were to re-equip the St. Kilda line to-morrow with new stock I believe the present stock could be absorbed on the other lines. I believe we require it.

936. We do not lose anything by that process?—No, we do not lose anything, and that is the reason why we have given credit for that stock in our estimate. You are entitled to credit the equipment of your new line with the stock you take off it.

937. We are supposing that some new system is adopted, and you may carry that book entry where you like; it simply means that it has to be placed against the cost of the power-house and trailers?—Yes.

938. Is there anything that you would like to add?—I would just like to tell you what Professor Carus-Wilson says on the subject of fuel in his paper read before the International Engineers' Congress, at Glasgow, in 1901. He dealt with the question of the economy of electricity on railways at present driven by steam, and his remarks are to be found in one of the leading engineering newspapers of London called *Engineering*, of the 6th September, 1901. It reads as follows:—"The coal consumed per ton mile is here taken to be the same for an electric generating station driving electric motors on the cars as for steam locomotives. This, probably, does not give the electric system full credit for the economy obtained by using large engines in the power-house and motors of high efficiency, but there is not, as yet, sufficient experience to warrant any material reduction being made in the coal item when comparing the two systems." That is what this gentleman said when he wrote the article in favour of electric traction. That is the latest opinion we have been able to glean on that subject.

939. You are not wishing to brush aside all the press notices and the opinions of other writers who have studied this matter; could you tell us the quantity of coal consumed in the suburban radius?—Mr. Woodroffe has that information, I think.

940. Could you give the Committee any idea of the quantity of coal per train mile?—That is not in my line. Mr. Woodroffe has that information also.

941. *By the Hon. E. Morey.*—Have you not just returned from Sydney?—Yes.

942. Did you visit the different electric lines there?—Yes, I travelled over a good many of them.

943. What was your experience of them; did you notice what fuel was used?—No.

944. They burn very small coal?—Yes, they do in a great many stationary plants.

945. If we adopted that system, would it not save us about 3s. a ton?—I do not know the difference.

946. *By the Hon. the Chairman.*—Did you visit the electric tramway or railway on the North Shore, which runs 14 miles towards Rose Bay; its effect there is miraculous in regard to the erection of buildings. When the Committee visited Sydney they saw buildings to the right and left arising there owing to the conveniences offered by this line?—Yes, decidedly. They had no means of getting there at all previously. If they had a steam railway they would have been able to get along, and the place would have been started long ago.

947. Do you think a steam railway there would have been as efficient to climb the steep hill going to North Shore?—I could not tell what the gradient is. The Sydney to Melbourne express runs over a 1 in 30 grade.

948. What is your idea of the North Shore gradient?—It is very steep there. At Mittagong there is a gradient on the line of 1 in 30. It is only a question of how much power you consume, and with a steam locomotive and light train those gradients can be climbed. It is only a question of the weight of the train that has to be hauled.

949. *By the Hon. E. Morey.*—Did you inquire into the difference of the electric system in Sydney as compared with the steam system?—I did not inquire about that. There is no question whatever that for street tramways, such as in Sydney, the steam traction should be done away with as soon as practicable. It is quite a different thing from a suburban railway running clear of streets, houses, and everything.

950. *By the Hon. the Chairman.*—What is the greatest speed you have heard of in regard to the travelling with electric motors?—There are various statements. They talk about going 120 miles an hour.

951. Would you mind reading this paragraph from the *Engineer* of 20th September, 1901, page 315, to the Committee—[handing same to the witness.] [Witness read the same as follows]:—"Each of the eight motors is adapted for a normal output of 250 horse-power, and for a maximum output of 750 horse-power. The speed of the motor is about 960 revolutions per minute, which corresponds to a car speed of 225 kilom.—140 miles—per hour. The tension of 12,000 volts, at which the current is supplied from the overhead wire, is reduced in the transformers to 435 volts. This voltage was adopted so as to permit of the motors being constructed with bifurcated winding. Although the motor, as above stated, is not subjected to severe mechanical shocks, it was nevertheless deemed advisable, to insure permanent safety in working, to have only one single bar in the separate grooves instead of a number of wires insulated from each other by cotton covering. The insulation of the bars from the iron is effected by closed micanite tubing. The

armature winding—at the tension of the regulating apparatus—like the field winding—transformer low tension—is also bifurcated. For sake of convenience in the starting apparatus and the arrangements of the cable, the armature was wound for only two phases, and not, as is usual, for three phases. The stator, by means of two bearings, carries the hollow shaft on which the rotor is built up. One of these bearings carries on its upper half the brush gear for making contact with the slip rings, and the connexions for the cables of the armature circuit which lead to the regulating apparatus. The cables of the casing circuit are passed through the other bearing. The bottom halves of the bearings can be easily removed to allow of the removal of the brasses, and to give free access to brush gear.” Now, your cars are nothing like so complicated or powerful as that?—No.

952. How would you suppose those enormous speeds are to be accounted for?—The article refers to a high-speed railway car in Berlin. This, I presume, is an experimental line. The British Parliament has passed the construction of a mono rail line on which to run trains from Liverpool to Manchester by electricity at 100 miles an hour; that is a distance of about 30 miles in twenty minutes, so that there is nothing new in that speed.

953. Inferentially, that would indicate that there is more than a suburban movement prevailing now in regard to the railways of the world, and their being changed to electricity?—It indicates that they are experimenting.

954. It does not appear to be at a slow pace, 130 miles an hour?—It says they are capable of doing that. My opinion is that they will never work at any such speed on any railway.

The witness withdrew.

William A. Holmes, examined.

955. *By the Hon. the Chairman.*—You gave evidence before in 1898 in relation to the subject of electric traction on railways, and I believe you have been to England since?—No; not since I gave evidence before.

956. The House having asked us to obtain evidence on the subject we think it necessary to call you again, in order to ascertain if you have changed your views, or whether you would desire to add anything to what you have already stated?—I have heard of the suggestion made that the St. Kilda line should be converted into an electric line. So far as that one line is concerned, I quite agree with those who have already been examined that, so far as the engineering part of it is concerned, there would be no difficulty whatever in putting an electric line there, and working it successfully. So far as the financial portion of it is concerned, that is a matter which would have to be gone into very carefully by practical men, in conjunction with engineers. So far as the figures which we have taken out are concerned, we cannot say that we could possibly work it economically, at present at any rate.

957. What we are mainly concerned with at present is your own Department of it. You have experience of the generating machinery, and the generating of electricity, have you not?—Yes.

958. Have we the best machinery under your charge, so far as you know?—For the particular purpose for which we are using electricity, I consider that our plant is second to none.

959. Yours is a lighting plant and not a power plant?—Yes, we put down a plant simply for lighting.

960. Is there any difference between a plant for lighting and a power plant?—A lighting plant is suitable for power purposes, and I have not the slightest doubt we could get units which would do very well indeed for traction purposes. Indeed, as a matter of fact, the same apparatus which we use is being used in Blackpool for driving short trams there, and with very great success.

961. Have you been able since you gave your evidence on the last occasion to compare the cost at which you produce the unit with the cost, say in New South Wales or in England?—We have been in a state of transition. We have not taken over the whole of the work, so it is hardly fair to take out figures to compare with large stations; but we turn out the current exceedingly cheap, as is proved by the fact that we are supplying the Department for very considerably less than before, and it is paying very well.

962. At what cost can you produce the power per kilowatt, by means of the generator employed at Spencer-street?—Under 2d. I do not profess to give you the exact figures. It is under 2d., which, for a plant of its size, is an exceedingly good result.

963. What coal do you use?—Colonial; Victorian and New South Wales, as we can get it.

964. What is a kilowatt?—It is equal to $1\frac{1}{3}$ horse-power. It is 1,000 units or $1\frac{1}{3}$ horse-power.

965. And you can produce electricity for power purposes at under 2d. per kilowatt?—Yes.

966. At what price are they producing it at the large power-houses in the other parts of the world?—In Glasgow, where they have a plant some 20 or 30 times the size of ours, it costs about $\frac{3}{4}$ d., and the price in England varies from $\frac{3}{4}$ d. up to about $4\frac{1}{2}$ d.

967. *By the Hon. E. Morey.*—What about the price of coal?—It would be cheaper in England than here. The price of coal in England is, I suppose, from about 4s. to 6s. a ton cheaper.

968. *By the Hon. the Chairman.*—In various parts of the world they use inferior stuff, even the town rubbish, for producing electricity?—So far as I know, it has never been done in regard to traction. At Shoreditch they use it in their boilers, and get electric lighting for the city from the plant where it is used.

969. Supposing you are intrusted with the production of electric energy, what is the minimum cost of production that you think can be estimated for with coal at about 10s. or 12s. a ton, on the Yarra; supposing we got a new power-house and ordered the machinery, at what cost per kilowatt could the current be produced?—I should say we could do it at from 1d. to $1\frac{1}{2}$ d. That is only approximate.

970. One thousand horse-power, I think, is the estimate for the proposed system in connexion with the St. Kilda line?—We must have a maximum of that. Four-fifths of the time we might not be working at one half that power, but we must have that.

971. *By the Hon. S. G. Black.*—One thousand horse-power is the basis of the calculation?—Yes.

972. Then that is not a very serious item if you could produce that 1,000 horse-power at the rate mentioned?—Oh, no. I take it that in making this calculation the coal bill could be knocked out altogether, and then see whether it could be made to pay on that line.

973. *By the Hon. the Chairman.*—But does not that travel outside your sphere; the traction is in your Department, and you say you can produce it nearly as cheap as in Glasgow?—It is a big difference when you come to employ it. Millions of units are employed there, and we could not hope to do it within 50 per cent. of Glasgow.

974. *By the Hon. E. E. Smith.*—Why not?—The price of coal is higher as well as the labour. There are bigger expenses all round; and then our plant, which we would have to buy at home, would be much more expensive than theirs. There would be a great difference in the cost of the plant. A plant in Glasgow and one put down here is very different.

975. *By the Hon. J. H. Abbott.*—It could not be made here?—No; the plant would be of such a description that we should have to go to makers of repute; that is, to places which have turned out similar plants.

976. Do you know whether the engines in use in Sydney were made in Glasgow?—I think they came from America. If we are going to do it on a big scale, we will require engines of not less than 6,000 horse-power.

977. What system of traction would you think advisable?—I do not think I should be asked to express an opinion one way or the other.

978. We want merely to get corroborative evidence as to the cost?—So far as the estimate which we put in is concerned, I may say that I approached a firm here, and asked them to give me roughly the cost of a plant which I described to them, and their figures come out at £12,400.

979. What was included in that estimate?—Suitable engines, generators, and switch-board.

980. What generator is specified for?—I asked for a quotation for a generator without specifying any particular sort.

981. The amount put down in the tabulated statement is £25,000?—£61,240, including engines, boilers, &c. I have put down for two sets and two condensing engines, with three-phase generators.

982. *By the Hon. E. Morey.*—Can the engines be made here?—No, I do not think so.

983. *By the Hon. the Chairman.*—Take the generators first, can you give me the weight and price?—I cannot give you particulars as to the price of the generators. I have only got the price for the engines and generators complete. The prices vary.

984. The Committee wants to see if your estimate is correct, but in the way it is shown there are no means of checking the figures?—So far as the cost of the plant is concerned, I might tell you that Dawson, who is the principal authority on costs and details in reference to electric traction, gives a table in which it is shown that the prices vary greatly in regard to the cost per kilowatt in a modern power-plant, therefore it is impossible to separate the prices for engines, boilers, generators, dynamos, and so on. That could not be obtained until tenders were called.

985. You are estimating for a 1,000 horse-power engine?—Yes.

986. What do you estimate the cost will be for that?—£25,000 for engines and generators, one spare, which we would need in the case of a small line.

987. *By the Hon. F. Brown.*—You almost duplicate what they have quoted?—The chances are that 5 per cent. spare would be sufficient in a large system.

988. *By the Hon. J. H. Abbott.*—If the 10 mile radius were put under electric traction?—I should say that 5 to 10 per cent. would be sufficient for spare, whereas in this case it is 100 per cent.

989. *By the Hon. S. G. Black.*—The estimate for interest and outlay is different from the present steam cost. Is that always supposed to be the case in the electric working of a line?—Well, no; I cannot really say that is so. It will be easily seen that the staff would be able to do a very much larger area than with one line so far as the cost of the station is concerned outside of the cost of the coal.

990. *By the Hon. the Chairman.*—Have you only got one estimate?—Yes.

991. And only made one inquiry?—Yes; I have hunted up everything I can get hold of to try and get some reliable figures as to the cost of equipping these stations and, so far as I know, there are none available.

992. The prices of the engines are set out here in a lecture given by one of leading engineers and reported in the *Engineer*. The prices were mentioned during the course of the lecture as follows:—

	Three-phase.		...	Single phase.	
	Weight.	Cost.		Weight.	Cost.
1 ...	133	£6,000	...	184	£8,900
2 ...	120	£5,400	...	140	£6,200
3 ...	110	£4,600	...	125	£5,200

That shows the cost of the engines?—I am afraid I must have under-estimated.

993. *By the Hon. E. Morey.*—You do not know the cost of the Sydney plant?—You could get it from Sydney, no doubt.

994. *By the Hon. the Chairman.*—It is necessary that we should thoroughly investigate the prices of these different things in connexion with electric traction in order to get the absolute cost of the various types?—I am afraid that the only means of obtaining them would be to advertise for offers. The cost under our estimate for the St. Kilda line comes out at about £30 per kilowatt, which compares very favorably with the cost on other systems of the world. We must put down a plant sufficiently large to carry the maximum business that will ever go on that line. While it is quite true we might not require the full power except for a short time, I am sure we have not over-estimated the power we should require. It is not the power that is exercised during the whole train time. We should provide for it; but the acceleration takes an enormous power that is not required during the actual running of the trains. An ordinary 32 horse-power motor requires 111 horse-power to start it. I have some particulars in regard to the Burgdorf-Thun Railway which has just been completed. These show the equipment, power, and speed, as follows:—

BURGDORF-THUN RAILWAY.

Speed, 22·35 miles per hour. Cars seat 66 passengers. Length, 53ft. 6in. Motors, 4-60 h. p. each. Weight of each motor, 30 cwt. Weight of electrical equipment, 10 tons. Weight of car, 32 tons.

ELECTRIC LOCOMOTIVES.

Two motors of 150 h. p. each. Motors, 4 tons each. Speed per hour, 11·18 or 22 miles with half-load. Total weight, 29·6 tons.

The motor cars required 240 h. p. for a train load of 50 tons hauled at a speed of 22·35 miles per hour, with a maximum grade of 1 in 40.

For hauling a 100-ton train running at a speed of 11·18 miles with a maximum grade of 1 to 40 300 h. p. can be reckoned for.

I have also an extract taken from *Traction and Transmission* of 1st September, 1901, in which a lecture given by Lasche is recorded. Dealing with the question of speed in regard to electric traction, Lasche says:—"If electric railways are to compete with, or to surpass, steam worked lines in speed, high tension currents have to be resorted to. The forthcoming experiments and the work carried out during the next few years in different parts of the world will throw much light in the economics of electric traction, as compared with steam on railways. The relative cost of different degrees of speed, and the best means of obtaining them will, of course, enter into the account. The comparatively lower speeds up to which electric working may be more economical than steam are at present almost as little known as the conditions of working at the higher limits of speed. Fast speed train. Car 50 passengers, 72 feet long. Load on each axle, slightly over 14 tons. Motor 250 horse-power normal, 750 horse-power maximum." I do not say this as against the introduction of electric traction, but I think that if the thing is to be gone into as a system that we cannot make the St. Kilda line alone pay for the reason that many of our costs would be out of proportion.

995. *By the Hon. J. H. Abbott.*—But if a 10-mile radius were adopted?—I think it would be exceedingly well worth looking into.

996. *By the Hon. P. Brown.* It would lessen the proportion of cost of the haulage?—Yes.

997. *By the Hon. S. G. Black.*—In regard to the signalling question, is it not a fact that you can have automatic cut-off's by the train itself?—They have introduced that in the high tension systems on the Continent.

998. That would cut down the signalling expenses?—We should be very chary about relying on it, unless it were thoroughly tested elsewhere. I have no doubt that it could be done. The question comes in in using a high tension system as against the third-rail system; and, therefore, I do not feel disposed to bring in anything in regard to that matter.

999. *By the Hon. the Chairman.*—The Committee may want to call you again in order to get, if possible, further information in regard to the cost, and to corroborate the estimates. We would like if you would give us all the information you can as regards the cost of the engines and generators and power-house generally?—I have some figures in regard to the Great Northern and City Electric Railway, London, which is somewhat similar in length to our St. Kilda system. It is an underground railway. The figures are as follows:—

GREAT NORTHERN AND CITY RAILWAY.

Three minutes service of seven cars, ends and centre motor cars; 3½ miles in 13½ minutes, with three stops of twenty seconds each; weight of train, 200 tons; power installed, four 1,250 h.p. engines, working up to 1,875 i.p.; 36 motor cars, each with two g.e. 66 motors.

It will be seen that instead of a ten-minute run, as we suggest, they are running it in 13½ minutes. I take it that one of the engines installed in that system will be spared. They have a three-minute service against our proposed five-minute service.

The witness withdrew.

Adjourned till to-morrow.

TUESDAY, 12TH NOVEMBER, 1901.

Members present:

The Hon. D. MELVILLE, in the Chair;

The Hon. J. H. Abbott,
The Hon. S. G. Black,
The Hon. W. B. Gray,

The Hon. E. Morey,
The Hon. E. E. Smith,
The Hon. Sir Arthur Snowden.

Frank Robins, examined.

1000. *By the Hon. the Chairman.*—What are you?—An electrical and mechanical engineer. I represent Thomas Parker Limited, of Wolverhampton, England. I came out here in connexion with some municipal contracts.

1001. Have you had any experience in generating electricity?—Yes, for over twelve years.

1002. Have you had experience in bonding, and the erection of power-houses?—Yes.

1003. Have you seen the working of the working of the electric railways and tramways at home?—Yes, both.

1004. Suppose the Government were to instruct you to convert the St. Kilda line into an electric traction line, how would you begin?—I should first of all endeavour to find out the most suitable place for erecting the generating station—that is, to get the electrical centre of gravity for the district, so to speak. Then I should estimate from the ordinary traffic on the line the number of carriages that would be required to cope with the traffic, and from that the power requisite in the generating station, allowing a margin for contingencies. I should get out an estimate for the cost of that power, the cost of the cables for feeding the line, and the cost of either the over-head equipment, or the ordinary third-rail equipment, as the case might be. I have had a good deal of experience with high-speed traffic; in fact, I was in charge of the Belgian experiment at the Brussels Exhibition of 1897, on the Behr high-speed mono railway. That was purely an experiment in electric traction in general, and high speed electric traction in particular. That was put down by a private company; it was a circular railway of about 3¼ miles in circumference—it had nothing to do with the conversion of a steam line into an electric line.

1005. *By the Hon. E. E. Smith.*—What was the speed attained?—The maximum speed on that line was 93 miles an hour.

1006. *By the Hon. the Chairman.*—Did anybody travel on it?—Yes; we took passengers nearly every day for three or four months. The present heir of the Belgian Throne was a very enthusiastic traveller, and we had the then Lord Mayor of London and his suite.

1007. Have you yourself travelled at 93 miles an hour?—Yes; I was in charge of the train—all the calculations were checked by the Commission appointed by the Belgian Government.

1008. *By the Hon. J. H. Abbott.*—How long would it take you to stop when going at that rate?—Our experiments in that direction were not very successful—our main object was to get the highest speed attainable, and having a circular railway, we did not bother about stopping. They had a commission of inquiry at home this year on the same matter, and a Bill has been granted to construct a similar railway between Liverpool and Manchester at a speed of 100 miles an hour, and they have guaranteed that, at a speed of 110 miles an hour, the train will be stopped within 100 or 120 yards.

1009. *By the Hon. the Chairman.*—Can you see any object, such as a station, or read the name when travelling at 93 miles an hour?—That I had not very much experience of. We had only one station but looking at immediate objects you cannot see them very well—the posts on the line got blurred into one, and looking out of the carriage was rather a disagreeable thing, because there was such a lot of dust, and the wind was rather cutting.

1010. *By the Hon. E. E. Smith.*—The line was laid on the ground?—The railway was on the ground, but the mono driving rail was 3 feet above the ground—it was on an iron triangular trestle work.

1011. Has that not been brought practically into effect?—Not at that speed. There are two mono railways in existence, one in Ireland, and another in one of the southern departments of France.

1012. What speed do they attain?—The Irish line gives about 14 miles an hour.

1013. *By the Hon. S. G. Black.*—Is there not one in Algiers?—The old railway in Algiers was the origin of that. In that case the cars were simply hauled along by mules.

1014. What speed did the railway in France give?—About 9 miles an hour.

1015. *By the Hon. the Chairman.*—Have you had any experience in seeing a short line started and gone on with?—I have had experience with the Liverpool Overhead Railway, which is an elevated railway, but to all intents and purposes it is an ordinary 4ft. 8½in. gauge railway, doing the suburban traffic of one side of Liverpool, about 6¼ miles long; they run a three minute service. I have jotted down a few notes as to what, in my mind, are the advantages of electricity in running an ordinary railway, and in that connexion I quote Professor Carus-Wilson, an American professor, and a well-known authority on electric traction. In a paper entitled "Economy of Electricity as a Motive Power in Railways," he says, generally speaking, branch lines are the least profitable part of a railway system, and there is evidence that in the near future this will be still more marked owing to the close competition of electric tram lines, by substituting light trains, running at frequent intervals, drawn by motor cars. He works out that steam locomotives per train mile cost 11·85d., while electric locomotives cost 4·89d. per train mile.

1016. *By the Hon. T. C. Black.*—That would be for similar weights of trains?—Yes. On the Liverpool Overhead Railway the actual working expenses per train mile for an average of one year worked out at 5·17d. In this week's electrical papers I notice the Mersey Tunnel Railway, in Liverpool, which has been running by steam up to now, has a proposition on hand to convert it into electrical power. The Westinghouse Company, of America, have offered to convert that railway, and reduce the expenses from 1s. 2d., which it now is, to 6¼d. per train mile; they guarantee that. That is from the latest electrical review to hand.

1017. *By the Hon. the Chairman.*—That means about 40 per cent. less?—Yes. That is all dependent upon conditions, of course. To my mind, another and a very great advantage in electric traction is that the electric motor supplies a continuous and constant torque instead of the reciprocating action of the steam-engine, there is less wear and tear on the rails and on the permanent way, and less possibility of derailment. It also increases the capacity of the line for traffic, as increasing the speed saves time and increases mileage per hour. Then again, there is the flexibility and elasticity as regards outlying districts, and the absence of smoke, smell, dirt, and other injurious products; again, the ease with which the service can be increased in cases of heavy demand. Then the electric locomotives can be worked practically by unskilled labour; in cases of conversion from horse trams to electric trams nearly all the horse drivers undertook the duties of motor men. At the central generating station, with stationary engines, less expensive coal can be used; that is one of the great arguments of electric traction engines, that energy is saved by not having to haul a considerable quantity of coal and water as on the ordinary locomotive. All central station machinery would, of course, be of the most modern type, and fixed in a convenient position for the easy manipulation of coal, water, and other supplies. Last year Mr. Langdon, one of the officials of the Midland Railway, read a paper before the Institute of Electrical Engineers, on the cost of conversion of the Midland line from Bedford to Paddington, a straight run of about 50 miles. It is almost an absolutely straight line with very few curves, and fairly level. He estimated the cost of the electric equipment complete as follows:—Main buildings, £50,000; equipment, four 2,500 horse-power generators, £200,000; sub-stations, £10,000; transfer equipment, £70,000; cables, £70,000; contact-rail for 200 miles, £7,000, making a total of £407,000, for 50 miles of double track, or practically 100 miles of single track.

1018. *By the Hon. the Chairman.*—Is that the third rail contact?—Yes. To my mind the third rail contact is the only feasible contact. We have had a good deal of experience of that in the Liverpool overhead line; it has been running now since 1893; the average speed is 17 or 18 miles an hour, and we have never had the slightest trouble of any kind, it is so simple, so cheap, and so easily kept in repair.

1019. Does the £407,000 include motors and trailers?—No.

1020. You have given us an estimate for 50 miles of double track, but our system would be 100 miles?—Yes, but your system is much more concentrated; this is a straight line from London right into the heart of the country.

1021. It would be easier to convey the power on our system?—Much easier; your generating station could be the electrical centre of gravity for the whole system, with feeders radiating out of the different points. In this estimate the line is 50 miles long, with a generating station in the centre, and large sub-stations at a distance of about 10 miles apart, in addition to the main generating station.

1022. Is there any estimate of the number of passengers to be dealt with?—I have not those figures with me.

1023. Could you form an estimate, approximately, of the cost of conversion of our system?—Do you mean the whole system or the St. Kilda line alone?

1024. The whole system. If your 50 miles cost so much, what would our 100 miles cost?—I should say roughly about a million and a half; that is, with Flinders-street station as a centre.

1025. *By the Hon. S. G. Black.*—That is for rolling-stock and all?—Yes. Professor Carus-Wilson estimates that the cost of a generating station, with distributing system and rolling-stock, for a half-hourly service of 40-ton trains, on a line not exceeding 15 miles in length, would be £8,000 per mile. The Liverpool

Overhead Railway is $6\frac{3}{4}$ miles long. In 1899 it ran 403,000 train miles; that is 180 trains each way per day, and the cost worked out at 5·17d. per train mile. Those figures are authentic; they are taken from *Dawson's Electric Traction*.

1026. Have you any figures bearing on the question whether conversion pays?—This is not a conversion line; it was an electric line originally.

1027. Has it paid a dividend?—Yes, it has paid an average of 5 per cent. for the last six years; it fluctuates rather. It was a frightfully expensive line to build, because it was along the docks.

1028. *By the Hon. E. E. Smith.*—The cost of construction was nothing; it was the cost of buying the land?—Yes, the cost of the land was very high indeed, but the cost of construction was not a small item, because it is an elevated railway all the way through, with complicated drawbridges and so on.

1029. *By the Hon. the Chairman.*—The conversion of the St. Kilda line would be a very small matter. Assuming we took the present plant right off the St. Kilda and Port Melbourne lines and built a power-house, could you form any estimate as to what the cost of the experiment would be?—I have not considered the Port Melbourne line at all; I do not know the distance Port Melbourne is from town; but I have carefully worked out an estimate for generators, bonding, and six motor cars, on the St. Kilda line. Six motor cars is a very small number; on the City and South London Railway, $6\frac{3}{4}$ miles in length, they have 32 motor cars.

1030. *By the Hon. J. H. Abbott.*—Are they all of the same size?—On the City and South London the car holds 140 passengers, I think.

1031. *By the Hon. the Chairman.*—You know the St. Kilda line pretty well, I suppose?—Yes, I have travelled on it several times.

1032. It would be a mere tramway compared with some of the work that you have done?—It is the ordinary gauge; the cost would very considerably depend on whether the third-rail system or the overhead system were adopted; the third-rail system would cheapen matters very much. I have worked out that the St. Kilda line would cost to convert, for generating station and equipment, about £20,000; feeders would cost £12,000 roughly, contact rail and bonding would cost about £600; the contact rail is an ordinary steel rail. The total would be about £55,000 or £56,000, including everything.

1033. *By the Hon. S. G. Black.*—We have had an estimate showing the outlay required for engines, boilers, condensers, generators, and power-house, and we have a separate estimate for rolling-stock?—I have not included rolling-stock. I have simply included motor cars.

1034. *By the Hon. the Chairman.*—If you have the motor cars you only want trailers then?—Yes.

1035. Suppose we determined on making the experiment, are there people here who could take charge of the work, plan it out, and call for tenders?—I have not sufficient experience of the colony to answer that; I have only been in the colony for eight months.

1036. *By the Hon. W. B. Gray.*—You do not know an electrician in the colony who could take charge of the work?—No, I do not.

1037. *By the Hon. the Chairman.*—You may be assumed to be perfectly disinterested?—Absolutely.

1038. From what you know of the St. Kilda line, would it a good one on which to make the experiment?—As an experiment it would be useful; but if you wished to derive an idea of the cost, or to base any conclusions on the result of the experiment, I do not think it would be advisable to try the St. Kilda line alone.

1039. Have you seen any similar experiment tried elsewhere?—I have seen the experiment on the City and South London line some years ago. The year before last, Mr. Thomas Parker, our managing director, was appointed by the Metropolitan Underground Railway to experiment in the conversion of the line between Willesden and the city. That experiment was not finished when I left, but they had built a temporary generating station, built some motor cars, added a third rail to the existing line, and they were just beginning to run electric cars at the same time that they were running steam locomotives, but there were no figures to work on.

1040. *By the Hon. J. H. Abbott.*—Are you aware of any large railway undertaking in the United Kingdom that is trying experiments with a view to conversion?—I think the conversion experiments are all confined to London at present; the nearest approach to an experiment is that paper of Mr. Langdon's that was read before the Institute of Electrical Engineers the year before last; that was the start of the matter, and no doubt with the next few years it will bear fruit.

1041. If it is so much cheaper as your figures seem to indicate why do not the large companies adopt it?—The main object of the large companies is to pay dividends, and with a large number of locomotives and other stock on hand they do not want to throw them away. I suppose the natural conservatism of the English people has something to do with it as well; in matters of electric traction, up to within the last two years, they were very conservative. It was very difficult to get an order for an electric tramway, but once one municipality took it up, all the others rushed it.

1042. Those are small affairs?—Yes, suburban lines; they have touched nothing in the way of conversion except in the immediate neighbourhood of London.

1043. *By the Hon. the Chairman.*—A large number of experiments have been made during the last twelve years; in the suburbs of nearly every great city they have got electric trams?—They have been converted from steam and horse trams into electric trams, but not to electric railways.

1044. You are satisfied why this rapid change has come is that it is more economical?—Undoubtedly.

1045. *By the Hon. J. H. Abbott.*—Do you think it would be more economical on the long lines?—That is rather difficult to say, because there is no basis to work on; it is more or less conjecture. In the United Kingdom there is not a long length of any kind that I know of that has been in actual practice as yet. The London to Bedford line will take some years before it is an accomplished fact, but to my mind that is the initial step in the conversion of steam to electric traction. I may give you an example of what the conversion of steam trams to electric trains in England has done. St. Helen's is a small town near Liverpool, containing about 10,000 inhabitants. It contained an electric lighting plant, and the cost of generating the light was 3½d. per unit, but when they changed from horse and steam trams to electric cars, and ran the combined station, lighting the town on the one hand and running the cars on the other, it reduced the cost to 67d. per unit, simply owing to the day loads of the trains. I do not know what the price of coal was but I should say it was about 7s. 6d. per ton.

1046. Are there not coal mines at St. Helens?—They are not far away.

1047. *By the Hon. W. B. Gray.*—What did the 3¼d. provide?—It is simply a unit of electricity—that is about a horse power and one third.

1048. Was the same work done for .67d. ?—Yes, because they had an average load all round. In an electric lighting station you have a big load at night, but during the day you have very little load, whereas, by running your engines on nearly full load, you have an all round efficiency, which reduces the working cost.

1049. The average, at first, was 3¼d., and by combination it was brought down to about ¾d. ?—Yes. In Edinburgh now they are able to give motive power at 1¼d. per unit, which is about .83d. per horse-power per hour.

1050. *By the Hon. S. G. Black.*—What did the £55,000 total cost consist of?—The generating station and the equipment of the generating station.

1051. Including the motors?—No, not the motors or the cars.

1052. As regards the third rail system, comparing it with the three-phase high voltage system, you favour the third rail, with the nominal 550 volts?—Yes, to my mind, with the third rail system it is much more practicable.

1053. We have been told there would be considerable difficulty in forming large station yards at Flinders-street, for instance, that we might have to stop the system outside the yard and use separate locomotives?—Separate small shunting locomotives with overhead gear. On the Liverpool overhead line, where the main lines branch into the yards, they anticipated a good deal of difficulty, and at first they had a good deal of difficulty, but that was all got over. There were accidents caused by men leaving crowbars between the main lines and the third rails, but after they got accustomed to their work, and knew exactly what would happen if they did so, there was no further trouble; but for a complicated system, where there is a good deal of shunting, the overhead gear would be more suitable, perhaps.

1054. Would it not complicate matters to have the two systems?—Not if you have separate shunting arrangements. The ordinary third rail locomotives could be so arranged that there was collecting gear on the top, as already exists on some tram cars. Through the main streets of Brussels, they do not allow the overhead system, so they have to compromise between the two; they have a collecting shoe for a slot in the street, and the system works very well.

1055. How many kilowatts would be necessary to work the St. Kilda line?—In the City and South London Railway the length of the road is 3 miles; that is 6 miles of double track; the gauge is 4ft. 8½in., the maximum gradient is 1 in 30, the sharpest curve is 120 feet radius, the number of motor cars is sixteen, the number of machines is four, with a total capacity of 1,600 horse-power. On the Liverpool Overhead Railway they have 2,400 horse-power; they have six engines of about 400 horse-power each for 44 motor cars; that is less than 60 horse-power to each motor.

1056. *By the Hon. W. B. Gray.*—With the 1,600 horse-power, on a 3-mile line, how many passengers would travel?—I have no idea.

1057. How many passengers would travel on the 6½-miles of line?—The number of train miles run was 403,000 in the year, at a cost of 5·17d. per train mile; that is the Liverpool Overhead Line.

1058. *By the Hon. the Chairman.*—Have you had any American experience?—None at all.

1059. There must be some very simple means of getting a tram service there; all those poor little communities in America seem to be provided with electric tram cars and electric lighting; how do they get them?—That is done by private companies.

1060. The cost of supplying these things to 10,000 people must be pretty big; can you give any explanation of that. We have been told of a village in the backwoods of Canada that has had electric tram cars and electric lighting established for years; how are they able to get those things?—Very possibly in the district there are some waterfalls, where they can get electricity very cheaply; water-power costs nothing practically, and if you have an unlimited supply of it you can generate an unlimited supply of electricity at a very little cost. You have no coal to deal with, and the up-keep is not so large with turbines as with steam-engines; 10,000 inhabitants make rather a respectable village or town.

1061. It is now so universal that what troubles us is that when we speak of it with a city of 480,000 inhabitants we are amazed at the figures put before us; in Canada they have these things in little places containing 10,000 inhabitants; are you not adding a percentage for our being so far away?—The very fact of its being in Canada would argue that they can get very cheap power, but to my mind a town of 10,000 people is a very respectable town. The system would possibly be a very small one, perhaps there would be only three or four trams running, and I do not think the cost would be very great, especially taken in conjunction with the town lighting. In a place like that, where they have not gas to fall back upon, they are reduced to using electricity.

1062. You do not regard the electrical railway to St. Kilda a wild venture?—Certainly not; I think the feasibility of electricity on a railway is an accomplished fact, both on the Continent and in America.

1063. *By the Hon. S. G. Black.*—It has been said that with one of Parson's turbines they can get a horse power with 1 lb. of coal; have you heard of that?—No; there was a statement made lately as to an extraordinary test with a Parson's turbine, but it was challenged on all hands, and I am afraid it was not very reliable.

1064. *By the Hon. the Chairman.*—Your business is generating electricity; have you any figures as to the energy developed in the power-house compared with the energy developed in a locomotive?—Mr. Langdon, in his paper, averaged the cost of locomotive running per train mile on all the lines of England at 9·988d., or roughly speaking, 10d. per train mile. On that particular line, the Midland, he works out the comparative charges between steam and electric locomotives; the one was 8·943d., and the other 7·021d., a gain of 1·922d. per train mile in favour of electricity.

1065. Would that amount to much money in the working of a line?—He calculated there would be a saving of 3,000,000 tons of coal used for locomotives alone if all the lines were worked electrically, and he bases his conclusions on the following figures:—A steam locomotive, he estimates, uses 50·19 lbs. of coal per ton mile, while an electrical locomotive uses 31·315 lbs. per ton mile; that is, carrying a ton for a mile.

1066. *By the Hon. S. G. Black.*—That includes the weight of the locomotive?—I take it that would include everything.

1067. We were informed by a steam expert that you ought not to calculate the weight of the locomotive in haulage?—I do not see that, because one of the great arguments of the electric tractionary is that in adopting electric traction, you do away with 20 per cent. of dead weight; you have not your coal or your water to haul round; you have them at the generating station.

1068. *By the Hon. the Chairman.*—It has been given in another form, viz., that a certain quantity of coal burnt in the power-house is equal to a certain larger quantity burnt in the locomotive?—I have not got that information.

1069. How long would it take to bring about the setting up of the St. Kilda line as an electric line?—I should say a reasonable time would be about a year and a half, or two years after the signing of the contract.

1070. *By the Hon. Sir A. Snowden.*—Could that be done without interfering with the existing traffic?—It depends upon the position of the generating station. The bonding and the laying of the third rail are the only two items that would interfere at all with the ordinary running.

1071. Could those things be done when a train was running on the steam system?—The trains on the St. Kilda line, I believe, run at about three-minute intervals in the busy times, and I am afraid the men could not do much in that time. In the experiment I speak of, between Paddington and London, the men worked at night mainly; but in that case the third rail was on the outside of the main rails; it was not in the middle, as is usually the case, so they were able to work on it while the ordinary traffic was running.

1072. *By the Hon. the Chairman.*—Would you prefer starting with the St. Kilda, the Collingwood, or the Port Melbourne line?—I should prefer to start with that new railway that was opened the other day, the Collingwood line; after that the St. Kilda line would be the best; but I am speaking with little experience on the matter; I have only been on the St. Kilda line about half-a-dozen times, and I know very little of it.

1073. Have you been on any short line that was a country line?—There was a third rail line put down about 1893 or 1894, the Bestbrook-Newry line in Ireland, that was practically the first experiment of the kind in Great Britain, and it is running to-day. That is the ordinary gauge line with a third rail contact in between. The length of it is 3 miles; there are only a few locomotives on the line, perhaps, three altogether. That is completely electric, it was never anything else; it is a turbine-driven line, a water-power scheme. As an engineering experiment it did very well, but financially, I think, there is not enough traffic in the district; it is a very small place.

1074. Have you determined, as an engineer, what the difference in cost is between coal at 12s. per ton, and water-power at the falls?—No.

1075. Have you had any experience of water-power?—Very little.

1076. What is the cheapest production of electricity per unit?—I was running a generating plant last year, and I think $\frac{3}{4}$ d. per unit was our average for six months.

1077. What would that run into in horse-power?—The unit of electricity is about a horse-power and a third; that would be a little over a $\frac{1}{2}$ d. per horse-power.

1078. What was the price of coal at that time?—Six shillings and sixpence per ton, delivered at the generating station. In Edinburgh they are selling current at $1\frac{1}{4}$ d. per unit, and making a profit on it; that is the municipal corporation of Edinburgh.

1079. *By the Hon. W. B. Gray.*—Is that for power?—Power only, for lighting it is more expensive.

1080. *By the Hon. the Chairman.*—Do you know the price of coal in Edinburgh?—No, but roughly speaking, it would be 8s. or 10s.

1081. At what price can we produce power here with coal at from 12s. to 14s. per ton?—If you have a large demand, and a good all round load during the working day, you ought to be able to generate it at less than 1d. I have noticed since I came here that wages are much higher than they are at home.

1082. Supposing we had a power-house at Korrumburra, or at Onttrim, where the coal would be 6s. or 7s. per ton on the ground, how far could you transmit the power—Korrumburra is about 80 miles from Melbourne?—At Niagara they transmit it a greater distance than that, at a tremendously high voltage.

1083. What was the loss?—About 5 per cent.; they are very daring in America in voltages; they touch voltages that we have not come anywhere near in England.

1084. Would it be practicable to work any part of the Great Southern line with the production of electricity at the mine; say, a distance of 20 or 30 miles?—I do not know much about the Great Southern line.

1085. At any rate, you say it is possible, with coal at 12s. or 14s. per ton, to produce the power at the figures you have named?—In my opinion it is.

1086. How long have you been engaged in the colony?—Since March of this year.

1087. You have had experience in generating before that?—Yes, all my engineering life has been spent in generating electricity.

1088. *By the Hon. S. G. Black.*—You say there is a saving practically of 2d. in the train mile?—That is quoting Mr. Langdon's figures.

1089. *By the Hon. E. E. Smith.*—You were speaking about the advantages of the outlying districts in connexion with electric lines; you mean the extension of those lines as cock-spurs?—Yes.

1090. What are the advantages of electricity as against steam?—One of the advantages is the ease with which it can be extended; you have the power-house with a certain amount of power, and to extend the line a mile or 10 miles further on simply means laying more rails and putting on more feeders.

1091. You think the greater the quantity of power used the cheaper it becomes?—Yes.

1092. What are the advantages you claim for the third-rail system as against the overhead system?—Its simplicity and its cheapness; it is very cheap, very easily laid down, and very easily kept in repair. The overhead system is more expensive to erect, there is a greater difficulty, when going at a good speed, in keeping the controllers on the wire.

1093. What do you call a good speed?—Twenty miles an hour. Even in ordinary train lines in towns, where the average speed will not be more than 8 or 10 miles per hour, the trolley comes off very frequently.

1094. What is the reason of that?—Sometimes curves, and sometimes irregularities in the joints of the wire; those are the two main causes. Sometimes it comes off without any apparent cause at all, perhaps through a jolt on the rail.

1095. That has not been found to be the case in New South Wales?—It has been found on the Liverpool system; they have watched them very carefully. I was connected with the extension of the Liverpool line through Bootle. We were supplying the generating current for that line, and it was my duty to go on the tram and see what happened, and we were all surprised at the frequency with which the trolleys came off a straight line. With the other system there is no trouble except at the crossings, where one line crosses another, and you would have the same trouble with the overhead gear. For continuous current motors the overhead trolley line is very simple, but for three-phase motors it becomes more complicated, where you have to deal with two trolley wires instead of one. To my mind the third rail, consisting of ordinary steel rail, with channel sections, mounted on insulators, as used on the Liverpool Overhead, the City and South London, and several other lines, is simplicity itself. The collector rail is raised about $1\frac{1}{2}$ inches above the level of the main rails; that is to obviate the difficulty of getting over crossing. The collecting shoe is made sufficiently wide to span the two lines in getting over the cross rail.

1096. Have you had any actual experience on an electric railway?—On the Behr Mono rail; I have not been in an actually working railway.

1097. *By the Hon. E. Morey.*—What kind of fuel do you use in England?—At the generating stations we do not use a very good class of coal; we get small cobble coal and slack at 6s. 6d. per ton; it is not of very first-class quality; we use mechanical stokers and all the most modern appliances for creating a draught.

1098. You find that the cheapest to work?—Yes, much the cheapest.

1099. *By the Hon. W. B. Gray.*—Did you ever know a shoe to fire on the rail?—It may get hot sometimes if there is dust on the line, or any other foreign matter which may prevent its making proper contact, but with quick traffic there is never anything of that sort.

1100. We are told it is quite a common occurrence for the shoe to fire?—I have never seen it. I have never seen it or heard of it. On the high speed railway we used nothing but the shoe, and if there were any chance of its firing at all, it would have fired on that high speed line where we averaged 60 miles an hour.

1101. With a long distance railway could you use the third rail to greater advantage than the overhead system, say on a line 60 miles in length?—I think so, I should have one station in the centre with a sub-station every five miles.

1102. With the high voltage system would it be cheaper than with the third rail system?—I cannot say.

1103. What is the highest voltage you have seen used in the three-phase system?—20,000 volts as an experiment; I have not seen that actually working on a railway.

1104. If we put a station at Korrumburra to generate electricity, would it not be cheaper to do that and send it in with a high voltage than to send it in with the third rail?—It all depends upon the conditions.

1105. Do not electricians recognise that the three-phase system, with a high voltage, is the cheapest system?—That again is a matter of local conditions and circumstances.

The witness withdrew.

Adjourned.

1901.
VICTORIA.

REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

CASE OF ABRAHAM DABSCHECK AND THE
LANDS AND FOREST DEPARTMENT;

TOGETHER WITH THE PROCEEDINGS OF THE COMMITTEE AND
MINUTES OF EVIDENCE.

Ordered by the Legislative Council to be printed, 17th December, 1901.

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 23RD OCTOBER, 1901.

15. CASE OF A. DABSHECK.—The Honorable J. Sternberg moved, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum ; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

Question—put and resolved in the affirmative.

REPORT.

THE SELECT COMMITTEE appointed by your Honorable House on the 23rd October, 1901, to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, have the honour to report to your Honorable House as follows:—

Your Committee have held many meetings, and taken a considerable amount of evidence, and also heard addresses of Mr. Woinarski, as counsel for the petitioner, and Mr. A. G. Brown, as counsel for the Lands Department. Your Committee have also personally inspected the selection of Mr. Abraham Dabscheck, which forms the subject of complaint in the petition to your Honorable House.

Your Committee were much impressed with the exceedingly lucid address from Mr. Brown, an officer of the Lands Department, whose able exposition of the Land Act was of considerable assistance to your Committee in its deliberations.

Your Committee are unanimously of opinion that the action of the Lands Department, in compulsorily inserting special clauses in Mr. Abraham Dabscheck's licence was illegal, and not in accordance with the usual practice of that Department, and that Mr. Abraham Dabscheck did suffer loss and considerable hardship in consequence.

Your Committee recommend—

1. That an agricultural lease, without special reservations, should be granted to Mr. Abraham Dabscheck, on the most favorable terms the statutes and the regulations of the Department permit.
2. That Mr. Abraham Dabscheck be granted the sum of Two hundred and fifty pounds for the purpose of removing tramways, repairing fences, and burning off the débris in the Ti Tree and Monkey Gullies, and for other damage to the property.

17th December, 1901.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 30TH OCTOBER, 1901.

Members present :

The Hon. A. O. Sachse,
J. Sternberg,

The Hon. J. Y. McDonald,
H. Williams.

The Clerk read the extract from the Minutes of the Proceedings of the 23rd October, 1901, referring to the appointment of the Committee.

The Hon. A. O. Sachse was called to the Chair.

Ordered—That Mr. Abraham Dabscheck be requested to formulate his charge, and say within seven days from this date what evidence he proposes to call in support ; and that the Lands and Forest Department be informed of the date of the next meeting of the Committee.

The Committee adjourned.

TUESDAY, 12TH NOVEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. H. Williams,

The Hon. J. Sternberg.

The Committee upon application allowed counsel to appear for both sides.

Mr. Woinarski, instructed by Messrs. Price and Price, appeared for Mr. Abraham Dabscheck.

Mr. Gregson represented the Lands Department.

Mr. Woinarski opened the case for the petitioner.

The Committee adjourned until Tuesday next, at Twelve o'clock.

TUESDAY, 19TH NOVEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. J. Sternberg,
T. Comrie,

The Hon. J. Y. McDonald,
H. Williams.

The Clerk read a letter from Messrs. Price and Price about the expenses of the witnesses.

Mr. A. G. Brown was present as counsel for the Lands Department.

Abraham Dabscheck was called and examined by Mr. Woinarski.

Witness examined by the Committee.

Witness cross-examined by Mr. Brown.

C. Booth was called and examined by Mr. Woinarski.

Witness examined by the Committee.

Witness cross-examined by Mr. Brown.

E. Horn was called and examined by Mr. Woinarski.

Witness examined by the Committee.

Witness cross-examined by Mr. Brown.

S. Leason was called and examined by Mr. Woinarski.

Witness examined by the Committee.

Witness cross-examined by Mr. Brown.

The Committee adjourned until Tuesday next, at Twelve o'clock.

TUESDAY, 26TH NOVEMBER, 1901.

Members present:

The Hon. A. O. SACHSE, in the Chair ;
 The Hon. J. Sternberg, | The Hon. H. Williams.
 T. Comrie,

Mr. Woinarski closed his case.
 Archibald Jarvic was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 Harry O. Allan was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 James Walker was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 A. W. Crooke was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 William Watkins Gunn was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 The Committee adjourned until to-morrow, at Three o'clock.

WEDNESDAY, 27TH NOVEMBER, 1901.

Members present:

The Hon. A. O. SACHSE, in the Chair ;
 The Hon. T. Comrie, | The Hon. J. Y. McDonald ;
 J. Sternberg | H. Williams

W. H. Gregson was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 James Blackburne was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 Constable O. Weppner was called and examined by Mr. Brown.
 Witness examined by the Committee.
 Witness cross-examined by Mr. Woinarski.
 Mr. Brown closed his case.
 Mr. Brown was heard to address the Committee.
 Mr. Woinarski was heard to address the Committee.
 The Committee adjourned until Wednesday next, at Twelve o'clock.

WEDNESDAY, 4TH DECEMBER, 1901.

Members present:

The Hon. A. O. SACHSE, in the Chair ;
 The Hon. T. Comrie, | The Hon. J. Y. McDonald,
 J. Sternberg, | W. Pearson.
 H. Williams,

The Committee deliberated.
 The Committee decided to visit the selection of Mr. Abraham Dabscheck on Friday next.
 The Committee thanked Mr. R. G. Kent, Secretary for Railways, for arrangements made for their comfort on Friday.
 The Committee adjourned until Friday morning next, at a quarter to Eight o'clock.

FRIDAY, 6TH NOVEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. J. Sternberg,
J. Y. McDonald,

The Hon. T. Comrie,
H. Williams.

The Committee left by the 7.52 a.m. train to inspect Mr. Abraham Dabscheck's selection.

Mr. Price, representing the petitioner, and Mr. Brown, representing the Lands Department, accompanied the Committee.

The Chairman read a telegram from the Hon. W. Pearson, regretting his inability to accompany the Committee.

The Chairman submitted a formulated list of questions to be considered by each member on the ground, and at the meeting on Wednesday next.

The Committee left the train at Crossover, and proceeded to Mr. Abraham Dabscheck's land, and walked over and personally inspected the parts which form the subject of complaint.

The Committee, on their inspection, were accompanied by Mr. A. Dabscheck and Mr. W. W. Gunn.

Mr. A. Dabscheck personally explained to the Committee the portions complained about.

Mr. W. W. Gunn explained the various points in reply.

The Committee adjourned until Wednesday next, at Twelve o'clock.

WEDNESDAY, 11TH DECEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. J. Y. McDonald,
H. Williams,
W. Pearson,

The Hon. J. Sternberg,
T. Comrie.

The Clerk read a letter from Charles Booth, a witness, asking for payment of his expenses.

The Clerk read a letter from W. W. Gunn, enclosing licences and Treasury receipts for inspection by the Committee.

The Committee deliberated at considerable length.

The Committee adjourned until Friday next, at Twelve o'clock.

FRIDAY, 13TH DECEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. J. Sternberg,
T. Comrie,

The Hon. H. Williams,
J. Y. McDonald.

The Committee deliberated at considerable length, and agreed on a report to be submitted to the Committee on Tuesday next.

The Committee adjourned until Tuesday next.

TUESDAY, 17TH DECEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;

The Hon. T. Comrie,
J. Sternberg,

The Hon. J. Y. McDonald,
H. Williams.

The Chairman submitted the Draft Report, which was unanimously adopted by the Committee.

Ordered—That the Chairman report to the Council.

The Committee then adjourned.

PETITION.

TO THE HONORABLE A. O. SACHSE, CHAIRMAN AND OTHER THE MEMBERS OF THE SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL OF VICTORIA APPOINTED TO INQUIRE INTO AND REPORT UPON THE CASE OF THE LANDS AND FOREST DEPARTMENT AND ABRAHAM DABSHECK, RELATIVE TO ALLOTMENT ONE HUNDRED AND FIFTY-SEVEN, SECTION FORTY-TWO, PARISH OF NEERIM.

The Petition of Abraham Dabscheck, of Crossover, in the State of Victoria, selector—

HUMBLY SHEWETH:—

1. That under the provisions of Section 32 of the Land Act of 1884 now appearing on the Statute roll as Section 32 of the *Land Act* 1890, your petitioner applied in the year 1890 to the Lands and Forest Department for a grazing area lease of 428 acres of agricultural land, being lot 157, in the parish of Neerim, in the county of Buln Buln, in the State of Victoria. Such application was duly granted, and thereafter your petitioner (with his wife and six children) went into occupation and settled upon the said land.

2. That your petitioner fulfilled all the conditions of the lease granted to him, and from the year 1890 to the year 1894 had made valuable improvements to the amount of £267 12s. upon the land, and consisting (*inter alia*) of the erection of a six-roomed house and a storehouse and a bakehouse, of the fencing in of an area exceeding 100 acres of the said land, of the clearing and planting with English grasses of the low-lying and more fertile portions of the said land, of the clearing, fencing in, and planting of an orchard of 5 acres, and of vermin destruction.

3. That under the provisions of Section 42 of the said Land Act your petitioner applied in the year 1894 to the said Department for a licence in respect of 320 acres of the said land.

4. That such application was blocked in the said Department for a period of four years on the plea that the Mines Department had objected to the alienation of this land though the land was not in fact auriferous nor adjoining any auriferous district, and though similar applications made by other selectors had been duly granted in regard to land in the immediate vicinity of the land applied for as aforesaid by your petitioner.

5. That in or about the month of January, 1897, and pending the issue of the licence to your petitioner as aforesaid, one William Watkins Gunn, of Darnum, saw-miller, and owner of a saw-mill erected in the vicinity of the land occupied as aforesaid by your petitioner, and also the said Department, on behalf of the said William Watkins Gunn, applied to your petitioner to consent to an application he was making to the said Department for a licence to cut timber upon the grazing area held by your petitioner as aforesaid. Your petitioner refused to give any such consent, inasmuch as the granting of any such licence would most seriously interfere with the occupation and enjoyment of such land by your petitioner, imperil the improvements made upon the land, and prove vexatious and harassing to your petitioner; but notwithstanding the refusal by your petitioner to consent as aforesaid the said Department in or about the month of April, 1897, gave such licence to the said William Watkins Gunn (and from time to time thereafter renewed such licence), who shortly afterwards began his cutting operations upon your petitioner's land, and began to cause the expenses hereinafter appearing.

6. That in August, 1898, your petitioner was notified by the said Department that his application for the licence under Section 42 of the said Land Act was granted, but the then Minister of Lands insisted upon putting into such licence an express condition in favour of the said William Watkins Gunn, conferring upon him the right, during a further period of six months from the date of the licence to your petitioner, to enter upon the land thereby licensed to your petitioner with or without horses or other animals, vehicles, workmen, &c., and to cut down and remove timber therefrom.

7. That your petitioner protested against such condition being inserted in his licence, and is advised that such condition is illegal and *ultra vires* of the power of the Minister of the said Department; but the consent of your petitioner to its insertion was procured by the said Department informing your petitioner that his consent to such condition for the period aforesaid would, at the expiration of such period, completely free his land of the burden and damage to his land by the operations of the said William Watkins Gunn, the timber licensee aforesaid.

8. That upon the plan in the margin of the licence granted as aforesaid to your petitioner certain lines appear purporting to represent reservations made for the purposes of tramways. No measurements are given to fix the direction and extent of any such lines, and in no way is their area or position defined, and no survey of them has ever been made. But upon the strength of such alleged reservations the said William Watkins Gunn has been wrongfully permitted by the said Department, during and long after the said period of six months referred to in paragraph 7 hereof, to construct, and for his own private purposes and without any agreement as to fencing or gates, several lines of tramways through and over the land licensed as aforesaid to your petitioner, effectually rendering your petitioner's said selection useless to him for any grazing, agricultural, or other purposes.

9. That the said licences granted by the said Department to the said William Watkins Gunn to cut and remove timber from the land of your petitioner contained a condition that within one month from the felling of any tree the portion thereof not required by the said William Watkins Gunn for manufacturing purposes should be so disposed of by him as not to encumber the ground. To insure compliance with this condition a deposit of £25, and subsequently, in November, 1898, a further deposit of £20, was required and obtained from the said William Watkins Gunn by the said Department.

10. That the said William Watkins Gunn has to the knowledge of the said Department wholly failed to comply with such condition.

11. That your petitioner having complained to the said Department that the said William Watkins Gunn had broken the conditions of his said licence, and had cut up the ground of your petitioner by

dragging heavy logs over it by means of bullock teams, and had broken down your petitioner's fences, and had destroyed many of his fruit-trees and his vegetable garden, and much of his grass. The Crown Lands Bailiff reported to the said Department that no damage had been done to your petitioner's land, and that there were no grounds for complaint. The then Conservator of Forests, after visiting the place, expressed his dissatisfaction with the manner in which the said Crown Lands Bailiff had dealt with your petitioner's complaints, and subsequently, in November, 1898, reiterated his dissatisfaction, and recommended that the licence to the said William Watkins Gunn should be cancelled, and his deposits forfeited.

12. That in March, 1899, the said Conservator of Forests approved of the manner in which the said William Watkins Gunn had cleared up the refuse timber which littered and encumbered the ground of your petitioner, and recommended the return of the deposits to the said William Watkins Gunn, and the said Department returned the same to the said William Watkins Gunn.

13. That at the time of such approval and recommendation there were, and there are now, more than 900 tops of trees left upon your petitioner's land by the said William Watkins Gunn, rendering the land absolutely useless for cultivation or for grazing, and requiring an expenditure of hundreds of pounds to clear the same.

Your petitioner claims that his licence under Section 42 of the *Land Act* 1890 was, after improper and undue delay in its issue, wrongfully burdened with a condition in favour of the said William Watkins Gunn; that the condition in favour of the said William Watkins Gunn and the reservation of tramways therein were both *ultra vires*; that in any event the said William Watkins Gunn never complied with the conditions under which he was allowed by the said Department to cut timber on the said land, and that in spite of such non-compliance the said Department wrongfully returned to the said William Watkins Gunn his deposits which had been taken to insure compliance, and did not compel the said William Watkins Gunn to properly clear up the débris and repair the damage done by him to the said land.

Your petitioner therefore prays that your Committee may direct such inquiries and give such redress as in the circumstances your petitioner may be entitled to, and that your petitioner (being a foreigner and illiterate) may have leave to appear by his counsel and witnesses before any Committee appointed by your Honorable House.

And your petitioner will ever pray.

ABRAHAM DABSHECK.

The following is a list of witnesses your petitioner desires to have called in support of the allegations in the above petition :—

Abraham Dabscheck, of Crossover.
 Charles Booth, of Crossover.
 W. N. Foster, of Crossover.
 Thomas Plunkett, of Neerim South.
 R. Hastings, of Buln Buln East.
 W. Hastings, of Buln Buln East.
 E. Horn, of Crossover.
 R. Fletcher, of Crossover.
 S. Leason, of 695 Elizabeth-street North, Melbourne.

MINUTES OF EVIDENCE.

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MINUTES OF EVIDENCE.

TUESDAY, 19TH NOVEMBER, 1901.

Members present:

The Hon. A. O. SACHSE, in the Chair ;

The Hon. T. Comrie,
J. Y. McDonald,

The Hon. J. Sternberg,
H. Williams.

Mr. Woinarski, instructed by Mr. Price, appeared as counsel for the petitioner.
Mr. A. G. Brown appeared as counsel on behalf of the Lands Department.

Abraham Dabscheck called, examined by Mr. Woinarski.

1. You are the complainant in this matter?—Yes.
2. In the year 1890 you procured a lease for an agricultural allotment?—Yes.
3. And in that year, with your wife and family of six, went in occupation?—Yes.
4. That was 420 acres of land in Neerim East?—Yes.
5. I want you to tell these gentlemen, when you went into possession in 1890, what improvements did you start making, and had you made, up to 1894. What did you do in the way of improving that selection?—First, I found the country in a rough state, and I had to go to the expense to make roads to the place out of my own pocket; and after that I started to make a homestead, and make fences, and an orchard and garden, and did scrub cutting, and other things necessary to the place.
6. You did fencing?—Yes.
7. How much of the land had you fenced by 1894?—About 100 acres.
8. Could you indicate upon this plan, which is a replica of the plan upon the licence, where you fenced in that 100 acres?—[*The witness showed on the plan*].—The whole of the south-western corner of the allotment.
9. The northern boundary was all fenced?—Yes, and 11 chains down to the creek on the western boundary, and then 20 chains on the surveyed boundary.
10. *By the Hon. J. Y. McDonald.*—Was that fencing done at your own expense?—Yes, because I had no neighbour.
11. *By Mr. Woinarski.*—What class of fencing was it?—Some portion of it was post and wire, and some portion along the road which is round my orchard is a picket fence. The boundary fence is post and wire.
12. In the 100 acres you made an orchard, which has a picket fence round it?—Yes.
13. What is, approximately, the size of the orchard?—About 5 or 6 acres. I did not take the exact measurements. That was in the 100-acre block, at the junction of the Monkey Gully.
14. *By the Hon. T. Comrie.*—Did you plant fruit trees?—Yes.
14. *By Mr. Woinarski.*—How many did you plant, approximately?—I planted certain kinds of fruit trees, and then small trees, a few hundred gooseberries, and the rest in plums, pears, and cherries; a mixture of fruits, between 400 and 500 fruit trees altogether.
16. What about your homestead?—It is connected with the orchard, and then there is a division fence. It was a six-roomed house and a two-roomed bakehouse and storeroom.
17. What was the house made of, slabs?—It was sawn timber, and had an iron roof.
18. Did you also have a vegetable garden?—Yes, in the orchard. There is a creek going through, and the land is suitable, and then there is a small portion outside, through the disturbance of the tramway through the orchard.
19. Did you do anything outside the 100 acres?—Yes, I cut scrub on the eastern side of the selection, on the flat portion. I cut down ti-tree and hazel and musk. I cleared about 40 acres not along the same gully; there are two flats.
20. When you cleared that 40 acres, did you sow it with anything?—Yes, I sowed it down in grass.
21. In 1894 you made application for your licence?—Yes.
22. Before you got your licence and Mr. Gunn came on the scene, had you made any other improvements besides what you have told us of; had you cut any posts?—Naturally, when a person is on a place he does improvements. I did further clearing and fencing. You are always working on a place like that.
23. Had you prepared a number of posts and rails for fencing?—I added a portion of fencing. It was lying on the road where the telegraph road is before Mr. Gunn came on the place.
24. In December, 1896, Gunn asked your permission to get a timber licence?—Yes.
25. Did you give him your consent?—No, I did not.
26. The Department asked for your necessary consent?—Yes.
27. *By the Hon. the Chairman.*—Did you say Gunn asked permission from you for a timber licence?—He asked me if I would let him go in with a saw-mill on my land.
28. What year was that in?—It was before the first document.
29. Was it before you had applied to the Lands Department or afterwards?—Before.
30. *By Mr. Woinarski.*—Is that the letter—[*handing a document to the witness*]?—Yes, dated December 23rd, 1896.
31. Gunn writes as follows:—"A. Dabscheck, Crossover. Dear Sir,—As I wish to obtain the right to cut timber for saw-mill purposes on the block held by you (No. 157), I would be

obliged if you would let me know by return if you are willing to consent to same." Then on the 4th January, 1897, he writes again—"A. Dabscheck, Crossover. Dear Sir,—Yours of 1st inst. duly to hand, and note contents. I am unable to spare the time at present to go up to your place. As regards arrangements, I simply wish to know if you are willing to consent to my obtaining the timber on block held by you, and, if not, to state why you object." Then you got a letter from the Office of Lands and Survey, dated 27th January, 1897, as follows:—"Sir,—I beg to inform you that Mr. W. W. Gunn has made application to cut timber on the grazing area held by you, allot. 157, parish of Neerim. It is requested that the necessary permission may be obtained from you. Will you kindly forward same to this Department with as little delay as possible." Did you consent?—I objected.

32. Why?—As a saw-miller would naturally take the best timber, and the person occupying the place would want that timber for buildings and so on, and I wanted to know if it would damage my improvements, because he would have to go through my paddock with a team of bullocks—that is why I objected.

33. Were you notified by the Department that they would grant a licence to Gunn to cut the timber notwithstanding your refusal?—I received a letter from the Department.

34. It is dated 29th April, and says—"Referring to the application of Mr. W. W. Gunn to cut timber on the land held by you under a grazing area lease, parish of Neerim, I beg to inform you that the Honorable the Minister directs that the application be granted, subject to the usual conditions, and to sufficient timber being left for fencing and domestic purposes. I have also to inform you that the fencing of your holding must be proceeded with?"—Yes.

35. When did Gunn commence to cut timber on your selection?—I could not give the exact date. I know he came in March of the same year.

36. Shortly after your notification?—Yes.

37. I want you to tell us what Gunn did when he came there. Where did he start operations?—In this 100-acre paddock.

38. What did he do?—Broke the fence. I was not at home at the time.

39. He had laid down a tramway in the southern portion?—Yes, going along the creek; going through my land.

40. You found the tramway on the south-western portion of your property?—Yes.

41. Did he begin cutting the timber on the 100-acre block?—On the south-western portion of my block. They started cutting timber on the 100-acre block.

42. How did he get the timber, when cut down, to the saw-mill?—He brought it through the fence in another portion. He dragged it down with bullocks. He had bullock teams with drays; he had no jinkers, but dragged the timber on the ground. He used to break the fences to drag the logs through.

43. Which portion?—Between the homestead and the Red Hill Creek.

44. Did he have more than one track?—He made several.

45. How many?—I never counted, he had so many.

46. In dragging down that timber, did he tear up the orchard?—Yes, it was soft.

47. *By the Hon. the Chairman.*—When you say he made a track do you mean the log made it; he did not prepare any track, did he?—No, the log did it.

48. *By Mr. Woinarski.*—You say he destroyed some of the fencing in the southern portion?—Yes, and on the northern portion of the 100-acre block, just alongside the panel.

49. *By the Hon. the Chairman.*—How many places did he break through the fence. Did he bring all the logs to a certain converging point, and then bring them through, or did he break the fence each side?—Just opposite the mill he broke it by falling the timber, and then on the northern side he broke it where it was not necessary. There was a panel alongside. It was done for spite and aggravation.

50. How many places did he break it in?—One for the tramway and six or seven other places.

51. *By the Hon. H. Williams.*—Your charge is that he cut 900 trees, that he made 900 tracks from where the trees fell to the saw-mill, and broke your fence in seven places?—Yes.

52. *By Mr. Woinarski.*—In falling trees did he break any fence?—Yes, right round the portion that was cleared on the north side and the east. He broke it for making tramways and dragging logs.

53. I understand that in regard to some of the places where he broke the fence there was a panel close alongside?—Yes, on the north.

54. Where he actually took away the fencing did he strain up the wires?—He never did; he let them lie. When I came back the wires were lying rotting on the ground.

55. How many of the trees, could you tell us, fell on your boundary fences to make breaks, more than one?—Yes, in several places; I could not exactly tell the number.

56. *By the Hon. the Chairman.*—Are those breaks in the fence in addition to six or seven places you have mentioned?—There are about four places where he opened for his use, and three or four places where the trees fell on the fence.

57. *By Mr. Woinarski.*—Can you tell us how many trees fell on different portions of the fencing?—I could not tell the number.

58. Are there many places where the falling trees have made gaps?—Yes, in several places.

59. You say there were about seven gaps in the fences?—Four pulled down by himself for openings for tramways and the tracks for dragging the logs, and the rest by falling the timber.

60. Are there plenty of tracks on the place where the logs were dragged?—Yes.

61. On the 100-acre block has any of the débris been cleared up by Gunn?—Only the little branches; the bulk of the trees are there, and can be seen at any time.

62. Have any of those trees fallen in the five-acre orchard?—They did not fall in the five acres.

63. What damage was done to it?—When he made the tramway he made a deep cutting along the western portion of my garden, and then he took all the earth and stuff and threw it along the slab or stub fence, and the weight of the stumps and logs and stuff pushed the fence out of its place, and all his cattle and horses went in and did damage, and that was the starting of all my losses.

64. The horses and cattle destroyed the fruit trees and so on?—Yes.

65. Coming to the western portion of your selection, where did he lay down the tramway?—I have shown it on the plan.

66. Was that where you had cleared on the flat portion?—Yes. He put two tramways on two flats. My land is broken land. I cleared on the two flats, one through the Monkey Gully and the other at the ti-tree.

67. His tramway was put where you had cleared?—Yes, and sown with grass.

68. That is made with a deal of expense?—Yes, it was all cleared. Since then it has all been destroyed.

69. Did he cut on the eastern portion?—Yes.

70. What number of trees did he destroy on your land, something about 900 trees, was it not?—Yes, something like that.

71. Will you look at this list you have made up—"Damages on my selection"—is that a correct list of the damage done?—Yes.

[*Learned counsel handed in the following document :—*]

"DAMAGES ON MY SELECTION, 42ND SECTION BLOCK.

	£	s.	d.
19 fruit trees totally destroyed, at £1 11s. each	...	...	...
87 damaged trees at 2s. each	...	...	...
Garden fence (destroyed)	...	...	...
22 chains 16 feet of damaged fences to clear away and re-erect at 11s. per chain	...	...	...
Cutting to fill in two landings to remove, at £1 each	...	...	...
40 chains 42 feet of wooden tramway to remove, at 7s. per chain	...	...	...
900 tops of trees at an average of £1 5s. per top, to clear	...	...	...
3 years' grass at £65 per year	...	...	...
2 years' loss of vegetables, &c., at £10 per year	...	...	...
	1,420	11	3

DAMAGES ON THE 32ND SECTION BLOCK.

244 tops of trees at an average of £1 5s. per top of tree to clear £305

Received a letter from the Lands Department on the 29th April, 1897, saying that the Minister granted Gunn's application to cut timber on my block of land. (It was against my wish.)

Since then Gunn has used my property at his own will, and my losses started since then."

72. "Cutting to fill in," what is that?—The cutting along the orchard.

73. What are the landings?—In connexion with the tramways.

74. Three years' grass at £65 per year?—I made that list up last year; that should be four years now. I cleared another portion of land for crops and through the tramway being there I could not do anything with it.

75. What would it cost to clear away the 900 tops of trees?—I have put it down at £1 5s. per top, but some would cost over £10 a tree and more on the first portion of the ground where I could cultivate—and make my living.

76. I understand that if Gunn had not been on your land at all you would have rung the trees and grazed on the land?—Yes, and in many portions I could have cultivated, but he has ruined the land.

77. *By the Hon. the Chairman.*—Have you calculated what it would cost to ringbark the trees?—Three shillings an acre.

78. Does three years' grass at £65 a year cover the whole selection?—Yes.

79. Then the 900 tree tops spoil the whole of your land for grazing?—Yes, because it would be dangerous to cattle, they might break their legs; and then there would be undergrowth which you could not get at to clear away.

80. On what portion of the land do the tree tops lie?—Every portion. On the level portion it would be more expensive to clear away the tops because there are great big whitegum trees there.

81. When Gunn came and started the operations, did you write to the Department and complain at the time?—Yes.

82. Did you write to Gunn and complain?—Yes.

83. *By the Hon. J. Y. McDonald.*—Your lease contained 428 acres?—Yes.

84. In 1894 you accepted a licence or lease for 320 acres; is the damage confined to the 320 acres or does it spread over the whole 428 acres?—The 320 acres.

85. *By the Hon. H. Williams.*—Do you think if Gunn had never had the licence for cutting the timber on the land that you would have earned £1,400 on the present value of the selection; if you got the £1,400 you would have the £1,400 and the selection; would you have done that?—I would have improved the property.

86. You think you are £1,400 worse off than if the ground had not been interfered with; do you think if Gunn had not appeared you would have been worth £1,400 besides the selection to-day?—I would be better off in value. The ground would have been worth £1,400 more if not disturbed.

87. *By Mr. Woinarski.*—Since he has been there, and because he was there, to clean the land up and put it right it would cost you £1,400?—Yes, because I would cultivate the land where it would be profitable.

88. I understand you lived there seven years continuously before Gunn came, and were improving the land all the time?—Yes.

89. When Gunn came you could not continue your improvements?—No.

90. And you had to go back and earn your living as a hawker?—Yes.

91. Had you any money when you went down to the selection in 1890?—Yes.

92. How much?—About £700. I had a place in Mornington.

93. Have you sold that?—It was not mine, but I had stock and a business.

94. *By the Hon. the Chairman.*—Did you expend the whole £700 on that selection?—Yes; I could not give the exact figures as to what I had.

95. *By Mr. Woinarski.*—You paid labour to build the house and saw the timber, and so on?—Yes.

96. *By the Hon. J. Y. McDonald.*—Did you at any time run any cattle or sheep on that land?—Yes. I brought some cattle on at first, but it was not suitable country until I did some improvements, because of the state of the Gippsland forest too. I bought a few head of cattle, but they did not do well until I had time to improve the place.

97. *By Mr. Woinarski.*—If Gunn had never been there you would have gone on with the cattle?—
Yes.
98. Apart from the débris is there any trouble with the saplings?—Yes, the clearing of the timber causes them to grow. I have taken that into consideration in the cost of clearing.
99. Is this the lease that you got from the Crown in 1890 [*producing the same*]?—Yes.
100. And that is the licence you got in 1898 [*producing the same*]?—Yes.
101. There is a clause in that licence by which Gunn is given the right for six months to cut timber on your selection?—Yes.
102. Were you told anything before that licence was executed by you; were you told by the Lands Department that if you signed that you would get rid of Gunn in six months?—Yes.
103. Do you know who the officer was who told you that?—I think Mr. Brown said it.
104. You were told that at the office?—Yes.
105. *By the Hon. the Chairman.*—It was an officer at the Department, behind the counter or in one of the offices?—Yes.
106. *By Mr. Woinarski.*—You were told that you would get rid of Gunn in six months?—Yes.
107. Did Gunn continue his operations after the six months?—Yes.
108. The balance of your land, over 320 acres, I understand has 244 tops of trees that have been felled on it?—Yes, on the next block.
109. You claim £305 for that, too?—Yes.
110. That appears on the tabulated list of damages?—Yes.
111. *By the Hon. the Chairman.*—Is there any point that has been overlooked in the examination that you would like to refer to?—I wish to say that I have struggled for a long time at great inconvenience, trying to make a living, and through Mr. Gunn I was not able to put my homestead in a proper condition.
112. *By the Hon. J. Y. McDonald.*—Did you at any time run any stock on it?—Yes, at first when I was there I bought some cattle, but I found it was not suitable until I did more clearing, and of course after that these troubles came in and prevented me altogether, and I could not do anything with the place.
113. As a matter of fact, you never did run any stock on the place?—I had some two or three for our own use, milking cows, but now I could not keep a cow.
114. *By the Hon. T. Comrie.*—Are the trams on the ground now?—Yes.
115. Are they being used now by the saw-mill?—Not now.
116. Since when have they not been used?—For twelve months or so.
117. There is no timber being taken from the ground now?—He took the iron tramway away last week.
118. *By the Hon. the Chairman.*—What tram lines are on the land now?—The wooden trams, and alongside the creek going through a portion of my land there is an iron tram going from the saw-mill to the station.
119. Are they on your ground now?—He took the iron rails away last week.
120. Are we to understand that since you have been appearing here he has removed the tram from your land?—Yes. I have the dates here.
121. Has Mr. Gunn entered on your land and done any work of any description since this Committee has been sitting?—No. I have been home again since the Committee was sitting, and I do not know what he has been doing. On the 5th November, he was taking the tram rails away, and in October and September.
122. That was since the appointment of the Select Committee by the House?—Yes, since then.
123. Are those tramways of any use now?—No; he is only using the road; he is not using the trams now.
124. Did he ask your permission before going on the ground to take them away?—No; in fact he has given me terrible trouble. Last year he did not use the tramway for a good while, and I saw Mr. Gunn take some men up with a trolley. He never asked me; he broke the fence; he asked for no permission. I said—“How did you come to break the fence; why did you not come up to the house, and ask me, because I have one horse, and I cannot keep it through the breakage of the fence.” The driver said—“It has nothing to do with me.” He said—“If you have any complaint, go and speak to the boss.” I said—“Who is the boss?” He said—“Mr. Gunn.” I said—“I do not see that Mr. Gunn is the boss over me. I think I own the property.”
125. You applied for a lease to cut timber on your land, did you not?—For a licence for the 42nd section, not a licence to cut timber in the face of this man. He did not ask me permission to go through. I went back and said—“This will never do; I think it is time to put a stop to it.” There were two logs on the boundary fence. I rolled them against the fence, and one got down on to where Mr. Gunn was carting. Then when I saw the man who was going through the paddock getting the tramways, I said to him—“How did you come to cut my wire?” He did not speak to me the first time. He had to come back because of the log, and he said—“Because you have put a log on the tram, you are liable to great trouble,” so he cut the log and put it back, and I put it back against the fence, and he sent men and gave me terrible trouble.
126. Was there any necessity or trouble with the ground to put his tramway next the fence?—I could not see any necessity.
127. Could he have gone 50 feet away?—He is taking the timber now from the back of my land.
128. Was there any necessity for his putting that earth against your fence?—I do not know whether there is any necessity or not.
129. Could the tram have been constructed further away?—Yes, the way he did before he started.
130. Does the ground come down very steep there?—It is a little steep.
131. He would not have had to cut further into the hill?—I could not say.
132. Why did he want to cut near your fence?—To suit his convenience, to make it easier to go there.
133. Had Gunn been cutting timber for any purpose before you came near the land?—There was no mill there at all.
134. He came as a stranger to the district after you were there?—Yes.
135. Are you sure of that?—Yes; in fact I did not know him, I never saw the party.

136. *By the Hon. T. Comrie.*—There was no saw-mill there?—Near the station, about two miles and a half from my place, there was.

137. *By the Hon. the Chairman.*—Could Mr. Gunn have put his tramway away from your fence altogether?—He could have put it the same as he has it now, not near my land at all.

138. There was no necessity, owing to some natural peculiarity of the land, for his coming alongside your fence with his tramway?—No, because he is taking the timber from the back of my place without going through my property and he could have done it before.

Cross-examined by Mr. Brown.

139. How many chains of fencing do you think you had round the property, including the 100 acres, in 1894. You said you had 103 chains?—Yes, that was right round what I had done.

140. That would not complete the fencing of the 100 acres?—No, it would not, only I had the creek frontage which I did not fence.

141. You had 103 chains of fencing and, taking in the creek, that enclosed the block?—Yes, that is the Red Hill Creek.

142. Did you stop making improvements when Mr. Gunn came up?—I stopped as soon as he came up.

143. In 1894 you had improvements to the value of £266 15s. on your land: that is on the 30th January, 1894?—Yes, I put other improvements after that. I put up this six-roomed house before Mr. Gunn came.

144. The bush fire took place up there about January, 1898, did it not?—Yes.

145. Did that burn much of your fencing?—Yes, a portion.

146. How much would be left, 50 chains?—More than that. The way I lost most of my fencing was where the tramway turned in.

147. Did you repair that fence again?—Some portions.

148. Then there would be some gaps left in the front fence in addition to the gap made by Mr. Gunn?—Yes.

149. They are still there?—Yes.

150. Never repaired by you or Mr. Gunn?—I did repair, but Gunn broke it.

151. Are there no gaps the result of the bush fire?—No.

152. When Gunn applied to get permission from you to cut timber, do you remember calling at the Lands Department?—Yes.

153. You stated that you wanted the timber on that land for your own use, on that particular allotment?—Yes.

154. And you were told that the Lands Department had a right, if you refused, to give Gunn permission under certain conditions?—I have never been told.

155. Were you told that if you objected the Department still had the right to grant a right to Gunn to cut timber on your grazing area?—I do not recollect.

156. Do you recollect stating that you wanted the timber yourself, and that was your objection?—Yes.

157. Before that date did you offer to sell your timber?—No, I never offered to sell my timber to a saw-mill. People were troubling me about the timber. A lot of them used to come there and bother me about it, and as I had no right to sell it I never made a bargain with any one.

158. Was it because you could not get a sufficiently high price?—No, it was because it was in the lease.

159. You swear you never refused to sell?—Very likely I said to them—"What do you think it is worth?" but I never tried to sell it. I may have asked just to get the value of it.

160. You have never tried to make a bargain with Mr. Mapleson?—No.

161. What did he offer you; did he offer you 9d. a tree?—I do not recollect whether 9d., or 1s., or 1s. 6d.

162. Did you ever say you would sell if you got 5s. a tree?—Very likely I said it was worth 5s. a tree, not for timber purposes, but for posts for my own use.

163. You never offered to sell it?—I never made any bargain to sell.

164. How many trams did you say that Mr. Gunn had in use at one time; if you stated three in the correspondence would that be correct?—Yes.

165. One going north-east, one through Monkey Gully, and one south-west?—Yes, the south-west one is where the garden is.

166. Is that last one on your land?—Just on the corner of the frontage to the creek.

167. *By the Hon. the Chairman.*—What extent is that corner?—It is a bend in the creek.

168. *By Mr. Brown.*—Can you tell the Committee when Gunn made the log tram?—No, I could not say, because I was in town trying to get my rights.

169. Would it be an advantage to you to have a log tram there rather than have Gunn carting the timber over your land; would it save your property from being cut up in hauling the logs?—Yes, but they have been dragging the logs all the same. They drag the tree from where they cut it to the tram.

170. The north-east is where he took the most of the timber?—I do not know.

171. He had some skids on the hill side to take the timber down?—No, only landings from the tram line to roll it on the tram. Everything is on the place now, there is nothing to hide.

172. Did the bush fire burn any of the garden fence?—Yes a portion that ought not to have been burnt.

173. Was that repaired by you?—I do not know.

174. Was any portion of the house burned, and was Mr. Gunn there helping to put it out?—His men were there.

175. While his men were helping to put your house out his own property was on fire?—I did not see it, but my children told me about it.

176. Does Mr. Gunn employ your boys at his saw-mill?—Yes, when I was in town he did.

177. How many of them?—One or two, I do not recollect because I was not there. If I had been there I would not allow them to go.

178. Was not the most of the timber cut on 60 acres?—I did not measure it, so I could not say.
179. You said it was very much thicker in some places than in others?—Yes, but I could not say about this.
180. You say about three trees to the acre?—You could easily reckon that.
181. *By the Hon. the Chairman.*—I understood the 900 trees referred to the 100 acres?—They are on the 320 acres.
182. Did Mr. Gunn continue his operations on the agricultural area after December, 1898?—Yes, for six months. On the other block he had the tramways.
183. His licence was to cut up to December, 1898, after that he did no cutting?—I was not there, and could not say.
184. You stated that he continued his operations there after December, 1898, you only mean in regard to the tramways?—It is in the licence that he shall cart until the end of the timber.
185. Did he continue cutting operations on your grazing area after the end of 1898?—Yes, a few trees for a good while afterwards. Then he had no more timber to cart.
186. When did he give up the use of the log tram?—I do not remember.
187. When you stated he removed the tram a short time ago, did you refer to the log tram?—Yes, there are two log trams.
188. I mean the one going north-east?—He did not shift that at all. That is a wooden tram. He shifted the iron tram along the Monkey Gully. He had it through the grazing area and he has taken it away now, about a week or so ago.
189. Do you know that that tramway belongs to the Railway Commissioner?—I have been told, but I do not see how the Railway Commissioner can have it, because there is no measurement or anything.
190. Did Mr. Gunn, in making the tramway round your garden, throw a good deal of the dirt up hill?—Yes.
191. The most of it?—I could not say because I was not there, but a good deal came down to the fence.
192. And still he threw a large quantity of soil up hill?—It looks a large quantity, but I believe the greatest part was thrown down hill because the fence would not hold up any more.
193. When you applied for your licence, did you know that the Department overruled the mining objections?—Yes.
194. Do you know that Mr. Best overruled the mining objections to give you your lease?—Yes.
195. You were at the Mining Department before?—Yes.
196. You say the country is not auriferous?—No.
197. Do you know that gold was found at Monkey Gully?—I do not know.
198. Do you know there is a mining lease on the next block, Bernhardt's?—I do not know.
199. Do you know that Mr. Doyle objected to the issue of the licence, but Mr. Best had given directions for its issue?—Mr. Doyle objected to support Mr. Gunn, it was for the timber, not to get gold. That was the cause of the trouble because there were jealousies. It was not for the sake of the mining, and so Mr. Doyle objected.
200. Do you know that there was an objection raised to Mr. Bernhardt's licence?—By the same man.
201. Do you know the Lands Department overruled the same objection in that case?—No.
202. When you came and objected to Gunn you were told you would get the licence issued six months earlier if you consented to the clause about the timber cutting?—Mr. Best wanted to make an agreement with me.
203. He told you you should have the licence six months earlier if you consented to the condition?—Yes, and I objected. I did not agree, and I did not sign.
204. You knew we could keep back the licence for another six months?—Yes, I did not know whether you could; I do not understand it.
205. *By the Hon. the Chairman.*—Did Gunn cut trees on your land after December, 1898?—I do not recollect, because I was in great troubles to get my land in the same position as other selectors' land, and I objected all along.
206. You say you do not recollect it?—No.
207. Would you like to furnish the Committee later on with an answer to that question; have you any means of finding out whether he did?—I think the documents would show.
208. You will let the Committee have your answer later on to that question?—Yes.
209. And also, if he did cut any trees on your land after December, 1898, the Committee would like to know if there were many, and, if so, how many, trees left on the land suitable for saw-mill purposes?—I will let the Committee have that.
210. *By Mr. Brown.*—You knew Mr. Gunn had a right to cut trees on the grazing area—was his right to the agricultural portion?—No, I did not see his licence.
211. He took trees from the grazing area after 1898?—Yes, whether he had a right or not.
212. How did he bring them out, through the Monkey Gully?—Yes.
213. He only cut the fence in one place to bring out the tram?—In two places.
214. You said something to the Lands Department that he should keep gates at the crossing places?—No; I objected to a tram there all along.
215. You objected to the tram unless he put gates on the fences?—I objected to gates and the trams all along, because I wanted to have the fences to myself.
216. Do you know that Mr. Price agreed on your behalf to the excision of the gates?—No, I do not recollect.
217. Do you recollect the Minister of Lands stipulating with you that Mr. Gunn should be compelled to put gates there if you repaired the fences?—I remember he said he was to put gates on.
218. When Mr. Gunn got permission first to come on your grazing area, do you remember being called on to complete your fences?—Yes.
219. Did you complete it all?—Not the boundary fences, because there were a lot of tops of trees.
220. When Gunn got permission to cut, your fence was broken down?—No, it was in good order.

221. Did you communicate through your solicitor, Mr. Moses, that you would go on with the fencing?—The 100 acres was fenced in.

222. There were no gaps until the bush fire came on?—Yes. Mr. Gunn made a gap where it has not been repaired at all.

223. Did you threaten to prosecute Gunn if he did not keep his cattle out?—Yes, and I took some of his bullocks in my stockyard too.

224. You never grazed any cattle on the land, on the grazing lease, except the few you took there first of all?—No.

225. Did you know that the Lands Department, or Mr. Perrin, recommended that a half-chain road should be taken up Monkey Gully instead of the tramway?—Mr. Perrin did suggest that, and I objected, because I said I did not want it.

226. And not to inconvenience you they made provision for a 50-link tramway?—There are no measurements.

227. There is a well-defined gully running right through?—Yes; and he did not take it along the gully, but in the middle of the track.

228. Do you know if the log tram was surveyed the whole length of it?—No, it was not before.

229. It was surveyed by Mr. Walker?—Yes; the tram was there when he was surveying my block. I asked—“What are you going to survey the tramway for?” and he said—“The tramway is here, I will survey it.”

230. Did you not state to the Department that you were very pleased to get your licence with the conditions in it, because you got it earlier?—I did not want it at all.

231. Were you not told that Mr. Gunn's interest must be considered to a certain extent. Did not the officers of the Lands Department say that. Did they not give you the option of getting the licence with the condition in it, or waiting for six months to get it without the condition?—I do not remember, because I had such a lot of trouble.

232. Did Mr. Perrin ever explain to you what was meant by clearing up the tops of the trees, or the débris?—He told me—perhaps I did not understand it.

233. *By the Hon. the Chairman.*—Did Mr. Perrin, the Conservator of Forests, explain to you what the clearing up the débris consisted of?—I think perhaps he did, but I do not remember the meaning of it, because I always looked on the meaning as what did the Land Act say.

234. Did you ever ask him?—I said—“Why do they not clear away the tops of the trees?” and he said he had it from the Crown lands bailiff that he had given great satisfaction in the way he had done it.

235. *By Mr. Brown.*—Do you know that Mr. Perrin was specially instructed by Mr. Best to specially watch the work done on your land?—No.

236. Were you ever with Mr. Perrin on your land?—Yes, when he first came there.

237. Were you ever on the land with Mr. Morkham?—No, on the road. He was not on the land; he was walking on the tramway. He may have been one foot on the land.

238. Did you have a letter from the Department saying that the work must be carried out to the satisfaction of the Department?—Yes, but it was not satisfactory to me.

239. *By the Hon. the Chairman.*—Did you know, when you applied for that lease, that other people might be authorized to enter on that land and cut timber?—No, I did not know that. I took it that I was the same as other selectors in Victoria, that no other man should have a right to take anything; that the timber was for my own use.

240. Did you know that it did not belong to you?—When I had the 32nd section?

241. Yes?—I did know it.

242. Did you know the Department had the right to let the timber to any one they chose?—Yes.

243. Did you put in an application asking that you might be authorized to cut?—Not to cut, but an application for a licence.

244. Would you have objected to Mr. Gunn coming on to your land to cut the timber if he had not done any damage?—No, if he had to take away the tops.

245. Or if he compensated you for the damage done?—I would have had no objection.

246. Do you know if there is any other selector in your district that has been treated in the same manner as you have been?—I know it has been taken in another place, but I did not take any interest in it, because I had enough of my own troubles.

247. Did it not occur to you when you got your lease as cheaply as you did that there were certain disabilities in connexion with the land that you had to rest under?—I do not understand.

248. Did you not understand that you had it with certain extra conditions or restrictions on it?—I knew those conditions ought not to have been there, because no selector in the colony has been treated the same way, because I had to deal with Gunn. When I went to the Lands Department always Gunn had to be treated first.

249. Do you make objection to this point, that any man should come upon your land to cut timber?—I would object if he was going to leave tops of trees.

250. Did you object to any man coming on to your land to cut timber if authorized by the Department?—If he did damage.

251. You would not object to any man who was authorized by the Department if he did not damage you?—No.

252. You think Gunn did damage that could have been avoided?—Yes.

253. Then do you blame the Department, or Gunn; did you look to the Department to protect you from damage by Gunn?—Yes.

254. Did you get any promise, verbally or otherwise, that you would be protected against Gunn?—I had promises from Mr. Perrin, who said that the tops would be cleared away.

255. Did you not understand that there was some money kept by the Department to protect you?—Yes, there was money.

256. What became of that money?—I do not know; I believe it was returned to Mr. Gunn.

257. Were you given to understand the money was kept in hand for your protection?—Yes, it was said so.

258. Did the Department write to you saying they had the money?—Yes.
259. Did they write to you before they paid the money back to Mr. Gunn?—No.
260. Are you sure of that?—I think I am sure of it; I do not recollect it.
261. *By Mr. Woinarski.*—When Mr. Walker surveyed the tramway it was already down?—Yes.
262. Did Gunn and his men ever threaten you?—Yes, in several instances.
263. *By Mr. Brown.*—Did you send any extreme or threatening messages to Gunn's men; if they said you sent them obscene messages, would it be true?—I sent messages to Gunn to keep his cattle away.
264. Did you send messages to the men?—I did not have anything to do with the men.

The witness withdrew.

Charles Booth called, examined by Mr. Woinarski.

265. You are a selector at Crossover?—Yes.
266. Do you know Dabscheck's selection?—Yes.
267. How long have you known it?—It is about three years since I first saw it. I saw it passing along the road.
268. Did you make an inspection of it with Mr. Foster and Mr. Plunkett, two other selectors, for the purpose of seeing the damage done by Gunn?—Yes.
269. Do you see that statutory declaration—[*handing a document to the witness*—signed by you and those other gentlemen?—Yes. That is correct as to what we saw.

Cross-examined by Mr. Brown.

270. Would it not be regarded to some extent as an advantage to have the big timber fallen if the land was going to be cleared?—In the first place, I generally ring mine and let it stand. Taking the barrels away would be an advantage.
271. Was any timber taken away from your selection by saw-millers?—Yes. I was paid for it by the saw-millers.
272. You had an agricultural licence?—Yes.
273. When you applied for a lease you referred to the clearing done by the saw-miller as an improvement?—Yes.
274. *By Mr. Woinarski.*—As a matter of fact did the saw-miller clear away the timber and the rubbish?—No, they simply took away the barrel and left the rubbish.
275. Did you ever see anything worse than the state Dabscheck's selection was left in?—No, because the fences were broken.
276. *By Mr. Brown.*—The fence is broken through limbs falling over it?—No, the trees were cut down across it by the saw-millers.
277. In how many cases?—The first day we counted 416.
278. All lying across the fence?—No, we saw about six that way, across the fence.
279. How much a tree did you get from the saw-miller?—Sixpence a tree, but they had a long way to bring them to the mill. They generally give from 1s. to 2s. a tree according to the distance they have to bring them.
280. *By the Hon. the Chairman.*—You say you were paid sixpence for each tree?—That is what I got for mine, but they had a long way to fetch them; nearer the mill they give 1s. to 2s. a tree. I had only about 40 trees to sell, as the best of the timber was taken away before I took it.
281. You liked the saw-millers on your land?—They did me no damage. They took the barrel away, and I put a firestick to the leaves. The rest of the barrel was left.
282. Does the tree-top burn very quickly?—Yes, but the butt is left there just the same.
283. How much would it cost to burn that away?—Some are worth £2 to clear everything away. It is not only what the tree actually makes, but you have to clear away what the tree knocks down.
284. How far are you from Dabscheck's selection?—About three miles.
285. How many trees are there to the acre?—From 200 to 300, according to the land.
286. Do you think the tops of two or three trees to the acre cut down on the land would prevent its being of any value for grazing?—I have fallen a tree and it has knocked down two others.
287. Do you find any undergrowth trouble you?—Yes, that is the worst part of it.
288. Why is that; will it not burn?—You have to keep it cut down.
289. Are you a relation of Dabscheck's?—No.
290. You are just friends?—I only know him by sight. I have only seen him two or three times.
291. What is your business?—I am working for one of the mills.
292. Connected with Mr. Gunn?—No, one of the others beyond Neerim South. I have never worked for Mr. Gunn. I am not acquainted with him.
293. *By the Hon. J. Y. McDonald.*—Do you consider you made a good bargain by selling your trees at sixpence each?—They were worth more than that.
294. The tops were left the same as on Dabscheck's land?—Yes.
295. Would it not have been better to ringbark, and not have the trouble with the branches, as the saw-miller only takes the trunk?—He only takes the trunk and leaves the rubbish on the ground. I know some of the mills give 2s. for a tree if nearer the mill.
296. *By the Hon. the Chairman.*—Is it not worth more to have the tree removed than you get for the tree?—Yes. In my case it would have cost more than sixpence to remove the barrel. The trees I sold I could not have split.
297. *By Mr. Brown.*—You said the undergrowth came up where the tree was cut?—Yes, where the head of the tree was.
298. It would not be true to say it came up from the roots of the tree?—No, but suckers grow up from the stump.
299. *By the Hon. the Chairman.*—How many trees did you sell?—Forty.
300. At sixpence each?—Yes.

[The following statutory declaration was handed in :—]

We, Charles Booth, of Crossover, in the State of Victoria, selector; William Naylor Foster and Thomas Plunkett, both of Neerim South, in the State of Victoria, selectors, jointly and severally solemnly and sincerely declare: On the 24th of September, 1900, we examined Mr. Dabscheck's orchard on Block No. 157, parish of Neerim South. We found nineteen (19) fruit trees totally destroyed. Mr. Dabscheck says they were planted in 1893, and were broken down in 1898 by bullocks.

We therefore value the trees at: Two (2) years' lost time, from 1898 to 1900, at 3s. per tree, is	...	...	...	...	...	...	...	...	...	£0 6 0
And (8) eight years to bring them back to same age as they were when broken down, at 3s.	...	...	...	...	...	...	...	...	...	1 4 0
per tree, is	...	...	...	...	...	...	...	...	...	0 1 0
Cost of tree	...	...	...	...	...	...	...	...	...	0 1 0
Total loss per tree	...	...	...	...	...	...	...	...	...	1 11 0

There were also eighty-seven (87) damaged fruit trees, which are damaged to the extent of two shillings (2s.) per tree. We also examined, on the same day, 24th September, 1900, the fencing.

Damage done to the garden fence near tram line, done by throwing stones, logs, earth, &c., against it is to the value of £12.

The fencing on the division fence on the north and south line, broken by tree felled across it, has destroyed three (3) chains of fencing, which for clearing broken fence away and re-erecting is worth per chain, 11s.

On the North side—The division fence running east and west. There is forty (40) feet of four (4) wires pulled out of the post, and the wires are missing, and it is adjoining a slip panel. There is eleven (11) chains destroyed, and several trees felled across it, from the slip panel to the tram, and from the tram to the next Crown post there is three (3) chains sixteen (16) feet destroyed—altogether fourteen (14) chains sixteen (16) feet destroyed. Which for clearing broken fence away and re-erecting is worth per chain, 11s.

The fence facing the old Telegraph Road.—There is 32 feet of three (3) wires and four and a half (4½) chains of four (4) wires of fencing destroyed; there is sixteen (16) feet of a roadway broken through it. The fence is also broken, adjoining reserve near Red Hill Creek, by a tree that was felled and trunk removed. Altogether five (5) chains, which for clearing broken fence and re-erecting is worth per chain, 11s.

We also examined on the same day, 24th September, 1900, the dangerous cutting done on the land (for tram line) which is three (3) chains in length 7 feet wide, from three (3) to five (5) feet deep on the upper side. The earth, &c., thrown out of the cutting covers three (3) chains of land eight (8) feet wide, which is worth to fill in £2.

On the 25th September, 1900, we examined the tops of the trees felled on the 318 acres held under the 42nd section—it is block 157, parish of Neerim, held by Mr. A. Dabscheck. We counted on the 25th September, 1900, 416 tops of trees; on the 26th September, 1900, 240 tops of trees; on the 27th September, 1900, 237 tops of trees, which for clearing away is worth on the average (£1 5s.) one pound five shillings per top of tree.

On the 28th September, 1900, we examined the wooden tram line running through the block. There is forty (40) chains forty-two (42) feet of it, which is worth to remove per chain (7s.) seven shillings.

There are also two (2) landings which is worth to remove, each £1.

Owing to the state of the land, by felled trees and broken fences, the place is not in a fit state to keep cattle. The land would carry about fifty (50) head of cattle at sixpence (6d.) per head per week for grazing.

On the 28th September, 1900, we examined the tops of the trees felled on the 109-acre block held under 32nd section by A. Dabscheck, adjoining his 318-acre block.

We counted on it on the 28th September, 1900, 244 tops of trees, which for clearing away is worth on the average One pound five shillings (£1 5s.) per top of tree.

And we, the undersigned, make the above statement conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Jointly and severally declared by the said Charles Booth, William Naylor Foster, { CHARLES BOOTH,
and Thomas Plunkett, before me this twelfth day of November, 1901— { W. N. FOSTER,
ALFRED FORD, J.P. { T. PLUNKETT.

The witness withdrew.

Edward Horn called, examined.

301. *By Mr. Woinarski.*—You are a selector at Crossover?—Yes.

302. How far is your property from Mr. Dabscheck's selection?—I think about 3¼ miles.

303. You are an employé of the Buln Buln Shire?—Yes.

304. You know Mr. Dabscheck's property well?—Yes.

305. I understand you helped to bury some of Gunn's bullocks?—Yes, I did one, near Mr. Dabscheck's house. It was in a very decomposed state, in fact, scarcely fit to go near.

306. Did you know Dabscheck's property before Gunn came cutting timber on it?—Yes.

307. Do you know how he had improved it?—Yes, I had been over it three or four years before he came.

308. You have seen it recently since Gunn finished his operations?—Yes, the last time was last Sunday; to satisfy myself I went over one corner of the block where Dabscheck's house is situated. I saw several trees fallen on the fence, any quantity fallen on the property, some not removed, and some heaps—tops of trees just gathered up. There was a slip-panel for the purpose of going from one paddock to another, and there was a little bit of rubbish that would want removing to get to the panel, and there was about 15 feet of posts and fencing wire pulled down, and the public road made through. I had instructions to go and look at the bridge, which was in a dangerous state, and it was at that point where I noticed what I am describing.

309. Would you call the rubbish cleared up?—It is very dirty at present. If the trees had not been fallen it would not have been so bad.

310. You have had something to do with Mr. Gunn's conduct in that shire?—Yes, my business is in that portion of the shire, on the roads.

311. What has his conduct been?—As far as meeting the man, I have had nothing to speak of.

312. As to the timber, I mean?—The timber has been taken off the roads, and in many cases the roads blocked up not with timber he falls. There are places where it is not so sometimes. I have never had occasion to shift timber off the road that he blocked.

313. Have the creeks been interfered with by his operations?—Yes, the Red Hill Creek is full, in a manner of speaking. There are a great quantity of fallen trees in it that may be seen, and it would take a considerable amount to take them out.

Cross-examined by Mr. Brown.

314. Do you say that land of Dabscheck's cannot be used for grazing purposes at present on account of the trees that have been fallen?—I do not think so for one moment. Bullocks might live on it in a sort of way. That is all.

315. You say you buried a dead bullock there?—Yes.

316. How did he come on to the property?—I do not know.

317. You say the fence has been broken down?—Yes.

318. Did you see it down in any places where there were no trees across it?—No.

319. The bush fire went through it in 1898, did it not?—I would not bind myself or swear to it, because I have not been there to look into it.

320. You were asked if Gunn was not troublesome in the way of cutting up roads and blocking them with timber?—Not cutting up the roads.

321. Would you say it was an advantage to have the timber drawn on a tram or by jinker?—In one way it would be better, on condition that he brought them in certain ways; but he may go through a man's garden.

322. Did you see any ruts made in the ground by the haulage of timber?—Yes.

323. Was there any harm done there?—I should say at the time they were there there would be harm done by them.

324. Are they there now?—I have not been there to see since I was there at the time I buried the bullock.

325. They would not prevent grazing on the land?—It would naturally utilize the ground to an extent, and the grass would be poor.

326. *By the Hon. H. Williams.*—Mr. Dabscheck has given us evidence that every tree fallen, with the tops of the tree left, is to cost him 25s. for its removal. Mr. Booth has just given us evidence that for sixpence he allowed a tree to be felled, and his land left in exactly the same state. One did it when he was paid sixpence for permission, and the other claims 25s.; can you explain the difference in the positions?—I could not. As far as my judgment allows, those heaps of rubbish are there.

327. That is not the question; one does it for sixpence, and the other claims 25s. for damage; can you give any explanation of that?—No, not without a good deal of consideration; I would not like to commit myself to anything.

328. *By the Hon. the Chairman.*—Do you think that if you were simply not going to make any particular use of the land, sixpence a tree might not pay you, but if you were going to use it for grazing, or, better still, for agriculture, it might mean a great loss?—If it were my property I should never sanction to cut for sixpence a tree, because the damage would be far above that.

329. What would you sanction it at?—I should want more than sixpence. Those tree-heads are there heaped up to be seen, and they cover a good deal of ground. If a man were going to clear, he could not clear it up, I suppose, for 10s. a tree. Many I come in contact with take me four days to put the axe in; that is the trunk, not Mr. Gunn's, but 3 or 4 miles from Mr. Dabscheck's. Still, there are trees 3 feet through lying there not removed.

330. That would be of value for saw-mill purposes later on?—It is on the ground. If I wanted to burn and cut it to get rid of it, it would take me two or three days in some cases.

331. If only the top portion was there, would you think 25s. was too much for clearing it away?—There are a great many trees, when you speak of the tops, where a great portion of the butt is left, 20 or 22 feet long, and perhaps 2 feet through. You can get rid of the boughs very quietly and simply, but the timber is left behind.

332. What do you think the trees on Mr. Dabscheck's land are worth per top to clear away?—I never took particular notice. I suppose I saw a dozen heaps. The tops would burn away in half-an-hour, but the timber would be left.

333. How long do you think it would take to clear all away?—I would not like to take them at less than half-a-sovereign each.

334. You think any statement that said it would cost 25s. per top of tree would be too high?—It would depend on all the property.

335. I am referring to what you have seen on Mr. Dabscheck's property?—Yes, that is what I saw on Sunday, and I would not undertake to do what I saw for half-a-sovereign each.

336. Would you do it for 15s.?—Perhaps, if I saw it again, but I saw heaps with timber sticking out.

337. Would any man in the district do it for 15s.?—Some might, because some will do for 5s. what another man wants 15s. for doing.

338. Would it take 25s. all round?—I was not over the whole property. There may be some trees with a length taken out, and a big lot of timber left.

339. Take the average biggest trees you know of, would they be worth 25s. each to get rid of—to chop up and get rid of?—I could not tell you, because the ground is so unlevel, and sometimes, when you put the axe through a log, it may roll away some chains, and you may have to take wood to it to burn it.

340. If the trunk was taken away, what would it cost to burn the top?—There may be a big piece of the tree hanging on to it, and you may have to cart wood to burn that.

341. I mean to burn the top?—That would not take long to do.

342. How long would it take?—I suppose half-an-hour would put the lot of them through, the leaves and boughs.

343. What would you think an average tree was worth to clear away the top?—From what I saw on Mr. Dabscheck's property on Sunday, I would not like to undertake the work for less than 10s. each, and that is my opinion as a man in the timber line in the Buln Buln Shire for a good many years.

Sam Leeson called, examined by Mr. Woinarski.

344. You have a selection next to Mr. Dabscheck's?—Yes.
345. How long have you known the property?—I went there in 1893.
346. When you went there, had he done any improvements on his place?—Yes, he had about three acres cleared and fenced round with picket fence, a nice place.
347. He was still improving?—Yes.
348. I understand you put up a house for him?—Yes, I was there six weeks. He paid me 8s. a day; that was when things were bad.
349. Were you there at the time that Gunn came there?—Yes, off and on from Melbourne to there.
350. Describe to the Committee the harm done to Dabscheck's selection by Gunn's operations?—When I was there first Dabscheck was away and Gunn was putting the first tram through the gully to the right of the house.
351. The south-east portion of the place?—Yes.
352. Did he open the fence?—Yes, the wire was cut on the posts and twisted on the posts. There was no slip rail in the fence.
353. What else did you see?—I told Gunn in conversation that as Dabscheck had cleared and put grass there I was surprised at his going there.
354. You spoke to him because he was putting the tram where the clearing was done?—Yes. He said he had nothing to do with that. It did not look to him as if there was grass there. I said I knew he had paid for putting it there, as I knew the man he had paid.
355. Did you see the results of the timber cutting?—Yes; the last time was last Christmas. I saw the man Gunn sent and the mess he had made. He cut down a tree where he liked. When you fall a tree, perhaps it brings down a dozen others, as there are 60 or 80 trees to the acre.
356. Did you see the fences?—Yes. They had knocked the fences down. I could not say any more than that I saw them.
357. Did you see the garden fence?—Yes. The second tram was not there. He had cut the bank down, and let it fall against the garden fence, and the soil being loose and the vibration of the tram going down had gradually pushed the fence down.
358. About the débris, the tops of the trees, I suppose they are very solid tops of trees; there is a good deal of the stem left?—Yes. As I have had eight or nine years' experience of it, I should say a saw-miller coming in and cutting trees, if burnt at the proper season when you could get a fire it might do good, but they cut a few here and there and with the loss of the limbs you lose the best of the firing.
359. Has the timber cutting been done in the interests of Dabscheck?—Yes.
360. What have they done; is the rubbish properly cleared up?—Last Christmas they were cutting up the tops and chucking the stuff into heaps.
361. *By the Hon. the Chairman.*—Who was doing that?—Gunn's men, I suppose.
362. *By Mr. Woinarski.*—Have you had trouble with Gunn about timber cutting?—Yes, not about timber cutting, but I wrote to him about his bullocks trespassing. He put a tramway through, and when he had it about three-parts through he came and asked for permission. He said he had no occasion to ask. I went in to see Mr. Perrin about six weeks before he died, and he told me that if I came in with any complaints, and he heard about Gunn the same as with Dabscheck he would shut his mill up in 24 hours. I said "He has run his tramway through," and Mr. Perrin said "I have seen the tram. I was up there. Is that your land?" I said "Yes. It runs about three-quarters of a mile through."
363. Gunn has even put houses on the land, has he not?—Yes, the men were told "Put them where you like." That is what they told my missus. I would not go to law to shift them for the worth of the land. They are only working people like myself, and I would not go to law with them. I said "If they are going to sleep at the end, at the mill, all right," but they would not sign any of the papers to me, and they would not even take the notice from my missus.
364. You have heard what it would cost to clear the tops on Dabscheck's land, 25s., what is your opinion as to that?—As I never had anything to do with clearing tops, I could not say as to what it would cost.
365. What would you do it for?—If I had to do it I should call for tenders.
366. I suppose, as a selector there, you think the system of giving timber licences is wrong?—How can you suit both persons, to let them both the land. You could not suit two persons. One man wants the grass, and another man comes and falls a tree and knocks the ground about. Then the millers want feed for their bullocks, and they may set a match to a heap when you are not there, and that is how one-half the bush fires are caused.
367. You say the saw-millers are dangerous in the way of producing bush fires?—Yes. You could not stop a fire if it once got ahead after they had lit the match.
368. You have complained repeatedly to the Department about the timber licences?—Yes.
369. And you have had no redress?—Not a bit.
370. *By the Hon. H. Williams.*—Will you give the Committee your idea of the value of the land in its natural state and the value of the land when cleared and fit for cultivation. Have there been any sales in the neighbourhood?—I could not say; not one nearer than Neerim.
371. *By the Hon. T. Comrie.*—In your opinion, what amount of damage has been done to Dabscheck's land?—If Gunn cleared away the mess I would not think any damage was done, if it were done in a proper style.
372. If you wanted to clear a paddock you would sooner have a saw-miller come in and cut the trees down?—If he were under a restriction to do the work properly.
373. Would it not be an advantage to you rather than you have to cut the trees down?—No; and I can explain that to you. When you take up the land, if you can ring the trees and let them remain eight or nine years the tops will gradually fall a little at a time, and the ground is sweetened by the water running through in time. It prevents the scrub coming up as thick as after the saw-miller, and you can clear it easier. I have found that out myself.
374. *By the Hon. the Chairman.*—You went to Mr. Dabscheck's property before Gunn appeared on the scene at all?—Yes.

375. And you have been there since?—Yes, last Christmas.

376. Would you say, from what you have seen, that Dabscheck's home has been destroyed?—Yes, perfectly. He had four acres of orchard, which is no good now. Gunn's bullocks got in it. Sometimes they get a young bullock to train it up, and at night they yoke it to an old one. They get into the orchard, there is a fruit tree standing up, and one of the bullocks wants to graze on one side of the tree, and the other on the other side, and so they pull that tree down, or sometimes they eat the tree up as far as they can reach.

377. You think there is so much damage done as to dishearten an ordinary selector?—If it had been my place I would not have stayed a week; I would have thrown it up at once.

378. Do you think without capital it would be hopeless for a man to try and go on with that selection?—You could not do it with the place as it is.

379. Is the selector's work profitable work?—I would not say much about it. I have got very little out of it in eight years.

380. How much land have you?—I have 675 acres, and I have made nothing out of it yet.

381. *By the Hon. T. Comrie.*—How much have you cleared?—About six acres without trees, and I have rung about 150. There is about 300 acres of the land covered with stunted peppermint and bayonet grass worth doing nothing with.

382. What would you value the 6 acres at?—It is orchard, and I would not take less than £50 an acre for it.

383. *By the Hon. the Chairman.*—If you had 100 acres you wanted to cultivate, would it not be to your advantage to have 900 trees cut down and the trunks removed?—And the tops left? No, it would not be to my advantage. I would rather ring them and leave them seven or eight years than have the miller in.

384. *By the Hon. J. Y. McDonald.*—You would ringbark and wait for the branches to come down?—Yes, and the soil would be sweet and the grass would grow better under a rung tree.

385. *By the Hon. the Chairman.*—With regard to Mr. Gunn: he seems to be a big gun in your district?—Yes, too big a gun; a regular gun.

386. Does he shoot all round?—Yes, and lets you know it. You cannot speak to him; that is the worst of it. When my missus asked for something for the bullocks grazing on the ground, he said—"I could not think of giving it."

387. Could you not impound the bullocks?—No, not on the unfenced land. I have a letter here which he wrote to me.

388. Why did you tamely submit to his coming on your land?—He never asked me.

389. Had you ever had any letter from him?—Yes, the reply when he was asked for money for the bullocks. I said to the missus—"If you can get anything out of him, get it."

[*The following letter was read by the Clerk*]:—

— Leeson, Crossover.

Crossover, Novr. 19, 1900.

Dear Sir or Madam,—I am in receipt of your favour of 14th inst., and note contents. I told Mrs. Leeson that I would not pay for bullocks for grazing on unfenced bush country, but that I might give her something in the shape of a present. However, as you have chosen to take up the stand you have done in your letter, I beg to inform you that I will pay nothing whatever on any consideration on account of the bullocks. As to impounding them, that is your affair, if you feel inclined to take the risk, but I would advise you to study the Impounding Act first, as if they are impounded by you I will put the law in motion at once. Of course, you have fully complied with the Lands Act in fencing your property, and have not sold anything illegally off same. In conclusion, I beg to inform you that I have no wish for my bullocks to go on your land, and you will confer an obligation on me by fencing same cattle-proof, as owing to its being open it gives my drivers a lot of extra work collecting their teams. While it is my wish to live peaceably with my neighbours, I may inform you that if you see fit to start hostilities I will see it through.

I am, Dear Sir or Madam, Yours, &c.,

W. W. GUNN.

390. *By the Hon. the Chairman.*—You are not a very happy family up there, you selectors, with Mr. Gunn?—You see this is the bother through my missus speaking to him.

391. Does the same state of things exist with the other selectors?—I cannot say. I may say when the bullocks are on the ground he has to fold them in the morning to yoke them.

Cross-examined by Mr. Brown.

392. Your title is a grazing area lease?—Yes.

393. Do you know the conditions of that lease?—Yes.

394. Do you know a licence can be granted to cut timber on that land?—Yes.

395. Did you complain to the Department when Gunn put the tramway in?—No; not until I saw Mr. Perrin, last August.

396. Did Mr. Perrin say he would shut up his mill if he was bothered with him?—Yes; as much as he was with Dabscheck.

397. He did not say to you that if he did to you what he did to Dabscheck he would shut up the mill?—Yes, and he had no business with his tram through my land, as I never gave him any permission.

The witness withdrew.

Adjourned to Tuesday next at Twelve o'clock.

TUESDAY, 26TH NOVEMBER, 1901.

Members present :

The Hon. A. O. SACHSE, in the Chair ;
 The Hon. H. Williams,
 J. Sternberg, | The Hon. T. Comrie.

Archibald Jarvie, examined.

398. *By Mr. Brown.*—What are you?—A clerk in the Mines Department.
 399. You had charge of Mr. Dabscheck's papers?—Yes ; I have them here before me.
 400. Were any mining objections raised to Dabscheck's application?—Yes, under section 32.

The witness withdrew.

Henry Octavius Allan, examined.

401. *By Mr. Brown.*—What are you?—An officer of the Lands Department.
 402. Do you remember Mr. Dabscheck calling in March, 1897?—Yes.
 403. He was asked to state his reasons for objecting to Mr. Gunn getting timber on his allotment?—
 I do not know what he was asked.
 404. He waited on Mr. Morkham and Mr. Best?—Yes.
 405. Were you present?—Yes ; I was told by Mr. Best to take down Mr. Dabscheck's statement.
 406. He stated there was only a reasonable amount of good timber for his own requirements?—Yes,
 he stated that.
 407. Did the Minister direct that a report be obtained as to the quantity and quality of the
 timber?—He directed that we obtain a report from the bailiff to ascertain if that statement was correct, or
 if there was more good timber on the land than was required by Dabscheck.
 408. Did the Minister direct you to ask the Mining Department if they would withdraw their
 objection?—Yes.
 409. In clause 5 of the petition it is stated that Mr. Dabscheck's ground for objecting to Mr. Gunn's
 application is that it "would imperil improvements made upon the land, and prove vexatious and harassing
 to your petitioner"—was anything said about those points when Mr. Dabscheck called?—No ; I remember
 nothing of the sort.
 410. *By Mr. Woinarski.*—Was that the only interview at which you were present?—No, I was
 present at another interview.
 411. Did you take down what was said in shorthand?—No.
 412. Had you any difficulty in understanding the questions put to Mr. Dabscheck?—I sat down and
 asked Mr. Dabscheck to state to me what it really was, and I took it down.
 413. Had you any difficulty in understanding Mr. Dabscheck's answers?—No.
 414. *By the Hon. the Chairman.*—Is any book of record kept of such conversations?—I have a
 record here—I took it down on a sheet of foolscap, and attached it to the file of record. The record of the
 interview is here, and on it the Minister's direction—that is the usual course. This is the record :—"A.
 Dabscheck, 12th March, 1897. Mr. Dabscheck called this day and represented that he required for his
 own use (on the land) the timber on this block. He stated that there was only a reasonable amount of good
 timber for his own requirements. He had applied some years ago for a 42nd section licence, but such was
 refused on account of mining objections. The block was small. He is a man of large family." Underneath
 is this : "The Hon. the Minister directs:—1. Obtain report at once from bailiff as to class and quantity of
 timber on the land—is there an excess of what the lessee might reasonably be expected to require. 2. Ask
 Mining Department if objections still exist under section 42." That is signed, "H. O. Allan, 12th March,
 1897."

The witness withdrew.

James Walker, examined.

415. *By Mr. Brown.*—What are you?—A Government surveyor and land classifier. I am a member
 of the board in connexion with the Lands Department in Melbourne, and one of the classifiers for this
 district.
 416. You surveyed Mr. Dabscheck's land?—Yes, this is the plan [*producing the same*].
 417. Was that log tram running to the north-west in existence when you surveyed the land?—It
 was ; it is marked "log tram" on the plan.
 418. Did you survey that tram?—Yes.
 419. You have indicated a gully known as Monkey Gully?—Yes.
 420. Is that a well-defined gully?—It is ; there is a small watercourse running through it.
 421. Was there a tram there when you surveyed the land?—No.
 422. There is another tram line to the eastward. Is that through a well-defined gully?—Yes, at
 the eastern end it is well defined ; towards the old log tram it is a flat piece of ground, but it practically
 joins at the first angle on the log tram ; the general run would be to the first angle on the log tram.
 423. The reservation shown on the plan then, as far as that tram is concerned, could easily be
 identified?—Yes.
 424. As regards the reservation up Monkey Gully, in addition to there being a well-defined gully
 there ; is there anything else to show by measurement that the line of tram could be located?—Yes, there is
 the crossing of Monkey Gully on the northern boundary of Dabscheck's allotment ; the measurements are
 given on the plan. There is the crossing of Monkey Gully on the main road and the southern boundary,
 and there is the intersection of two fences along which the tram was proposed to be taken. That was
 determined at the time of my survey.
 425. Some papers were referred to you showing where Mr. Gunn wished the roadway to be made,
 enabling him to take out the timber ; do you remember having a conversation with Mr. Gunn?—Yes, as to
 the tramway running up Monkey Gully.

426. Would not the natural course of the tramway be through Mr. Dabscheck's garden?—That would be the easiest route. I said to Mr. Gunn with a little cutting and filling he could get round the fence, and I proposed the tram should go there.

427. That is the line the tram takes now?—It is.

428. You know the block well?—I have been over it.

429. What is the character of the land?—Very poor.

430. What class would you put it in?—Third class.

431. Is it fit for agricultural purposes?—I should be sorry to try it.

432. *By the Hon. the Chairman.*—Do you refer to the gullies or to the higher portion of the land?—There are fair patches in the gullies, but they are of small extent.

433. What extent of fair land would there be?—Twenty acres at the outside.

434. Is there 20 per cent. of good land in the whole block?—No, there is only about twenty acres altogether.

435. *By Mr. Brown.*—Do you consider Mr. Gunn's operations have done any harm to Mr. Dabscheck?—No.

436. Do you consider it an advantage to Mr. Dabscheck to have the trees cut down?—Decidedly; it is a decided benefit to have the timber removed.

437. You have had a good deal of experience with regard to grazing area leases—what do you understand is meant by clearing up the débris?—Simply the tops, small boughs, and limbs.

438. So far as your experience goes that has been the universal practice of the Lands Department?—Yes, in South Gippsland.

439. *By Mr. Woinarski.*—When did you make this survey?—In August, 1898.

440. For what purpose did you make it?—Mr. Dabscheck was applying for a licence under section 42.

441. At the time you made it there was a tramway on the land?—Yes.

442. Had you or any other officer of the Department surveyed the land for the purpose of laying down that tramway?—It was part of my duty to mark that tramway on the ground.

443. When?—At the time of survey.

444. Before the tramway was put there, had you surveyed the land for the purpose of showing where the tramway was to go?—No.

445. Had any one in the department done so?—I could not say.

446. To your knowledge, was there any preliminary survey made?—No, I have no knowledge at all as to that.

447. Was there any preliminary survey for any of the tramways put down by Gunn?—Not that I am aware of.

448. Did you see the licence issued to Dabscheck?—No.

449. There is a picture in this licence showing this log tram, and showing other possible lines for trams—do you say as a surveyor that those lines are supposed to fix accurately the position and sites of those trams?—No, not accurately.

450.—There is nothing to show the direction in which they are to run?—Yes, there is a general direction.

451. No points of the compass are indicated?—No, but you could get them very well by scale.

452. Looking at that plan on the licence, what is there to enable you to fix the positions?—There is quite sufficient information on that plan; there is a definition where the fence crosses the road, there is the direction of the road, there is the definition where the Monkey Gully crosses the northern boundary, and there is the general run which I have fixed in my field book. There is sufficient in that plan for a surveyor.

453. Is there sufficient for a layman?—Yes.

454. Within how many yards could a layman tell where it is to go?—It all depends upon the style of man.

455. Take the line going up the Monkey Gully—you say you spoke to Mr. Gunn, and he said it could be most easily taken through the orchard—is there anything on the plan in the licence to show you the orchard?—Not on the plan on the licence, but in my plan there is. On the plan in the licence there is only a general direction showing its run through the land.

456. Not even the Monkey Gully is mentioned in the plan of the licence?—No.

457. In your opinion no harm has been done to Mr. Dabscheck's land by Gunn's operations—have you had any opportunity of seeing this land since this survey was made?—No.

458. You are speaking of the condition of the land in 1898?—At the time of my survey.

459. You mean that if the timber is properly cleared an improvement takes place in the land?—What do you mean by properly cleared?

460. Cleared right off—burnt off?—That is the boughs and limbs?

461. If the boughs and limbs are burnt off properly the land is improved?—Yes.

462. If the boughs and limbs of 900 trees are lying on the selection, will you still say the land is improved?—No.

463. You have not seen the land since 1898?—No.

464. *By the Hon. the Chairman.*—Do we understand that the tram was there when you first arrived on that land?—Yes, the log tram.

465. Is the land very precipitous?—No, the grades are shown here.

466. Was it sufficiently precipitous to make the tram-line difficult to lay?—Not when you have the gullies to go up—the steepest piece of it is about 1 in 3—that is a very short piece near the western boundary.

467. Could the tram have been advantageously put in any other spot than where it was put?—No; I consider that was the best place for it, except to go through his orchard, which is the natural course for it.

468. You thought there was about 20 acres of good land there?—Fair land.

469. There is one block of about 5 acres of good soil where the orchard is?—I do not consider it is good soil.

470. Comparatively good soil?—I do not think it is comparatively good soil from the character of the trees—it cannot be good soil, or there would be better growth on them.

471. Can you give any reason why the tram should have disturbed the only piece that appears to be of any value?—I understand it does not go through his garden.

472. Was it necessary that caused the tram to be put there—could it not have been put anywhere else?—Not to get to the back country—that is the most direct route for it.

473. *By the Hon. H. Williams.*—You know these tramways?—There was only one in existence when I was there.

474. For what purpose was that built?—To bring the logs down to supply Gunn's mill.

475. For private purposes?—Yes.

476. *By Mr. Woinarski.*—Do you know that Gunn has a tramway now running round the back of the property, that does not go through Monkey Gully?—No, I do not.

477. *By Mr. Brown.*—The tramway on the south-west corner is not on Dabscheck's land at all?—No.

478. He thinks it does go on his land?—He is wrong—it is a tram in the south-west corner of his block, but it is not on his land.

479. *By the Hon. the Chairman.*—You are quite clear about the two trams—we now refer to the tram that has been constructed since you were there?—Mr. Brown's remarks refer to the tramway that was in existence when I was there—that was the tram by which they took timber to the station.

480. That was used wholly for private purposes?—There is a tramway for carrying logs to the mill—the tramway near Red Hill Creek was the one by which he took his timber from the mill to the station—that was also used by any one to bring stores down.

481. *By the Hon. H. Williams.*—Those tramways were not constructed by the Department for the public; they were private tramways to all intents and purposes?—Yes.

482. Did the Department contribute to their construction?—I am not aware.

483. *By Mr. Brown.*—That southern tram is on a reservation?—Yes, there is a chain and a half reserved that he had no right to fence in.

484. *By the Hon. the Chairman.*—The tramway went through the reserve fences?—Yes, it is right on the southern corner, near the road.

485. Is it customary, or has the holder of land the right, to fence down to a water reserve?—It is customary. I do not know that there is any right about it; there cannot be any right.

486. The Government have a reserve of 150 links along that water-course?—Yes.

487. *By the Hon. J. Sternberg.*—It is the general practice in all surveys to reserve the water right?—Yes.

488. *By the Hon. the Chairman.*—Is it not the practice of the holder of the land to put his fence right down to the water?—Yes, but he can be compelled to remove it at any time. It is sometimes the practice to make a road along the reserve.

489. *By Mr. Woinarski.*—Did you see any of the fences broken when you were there in 1898?—Yes, some of the fences were destroyed.

490. In more places than one?—It is most likely.

491. *By Mr. Brown.*—Was there a fence where the tram crossed?—There had been; it was broken down.

The witness withdrew.

Augustus W. Crooke, examined.

492. *By Mr. Brown.*—What are you?—I am in charge of the Forests Branch of the Lands Department at present. I am stationed in Melbourne.

493. Are you familiar with condition No. 4 of a timber licence.—Yes.—[*The same was read.*]

494. There are special conditions relating to timber on grazing area leases?—Yes.

495. What has been the practice of the Department, and what meaning is attached by the Department to that condition in regard to the words "so as not to encumber the ground"?—The Departmental practice is to let it remain in abeyance as a rule—in 99 cases out of 100 it is a dead letter. It is put in splitters' licences and every other licence to give the Department power to exercise the power when it is deemed wise or necessary to do so. If it were exercised in every case in which it is inserted timber-cutting would be impossible—no timber would be cut at all, but where the timber is cut on any man's land, or a reserve, or there is a special reason for it, that clause itself is put into force. In my experience, which has been rather a wide one, it means that the timber-cutter must stack the heavy timber, the boughs and the limbs, and burn as much of it as will burn. I know of no other way of doing it, nor have I heard of any other way. What the Department understands by disposing of it so as not to encumber the ground is to get it together in as small a space as possible under the circumstances of each particular case, heap up what will burn and what will not burn together, and burn as much as possible.

496. *By the Hon. the Chairman.*—Is that with one firing, or must he go back repeatedly?—As a rule the saw-miller or timber-getter can generally make some arrangement with the lessee—if the lessee is satisfied it does not matter how the saw-miller or timber-getter does it. Generally he can pile up the boughs in heaps, and arrange with the man whose land he is on to do the burning for himself. Then on the certificate that the lessee is satisfied the deposit of the timber-getter is returned to him; but if the lessee is not satisfied, then the officer in charge has to give his certificate before the money is returned. That was the case in this instance—the certificate was given in spite of the lessee.

497. Have you ever known a case where a saw-miller was compelled to burn up unused trunks?—No.

498. You are aware there are two special conditions in timber licences relating to grazing area leases; one is—"This licence is not available for any area over which an exclusive right to cut timber shall have been granted, nor for any area leased under section 32 of the Land Act 1884 or 1890, except by the express permission of the Minister of Lands"?—That is so.

499. In this particular case the express permission of the Minister of Lands was obtained?—Yes, with a reservation.

500. There is another condition:—"When twenty trees have been felled, all débris therefrom shall be gathered up and burned to the satisfaction of the officer in charge."

501. Those conditions were in force in 1898?—They were.
502. Who was the officer in charge in this case?—The Conservator of Forests, Mr. Perrin.
503. Specially appointed by the Minister of Lands?—Yes.
504. You knew Mr. Perrin well?—Yes.
505. Did you consider him a very strict officer?—Very.
506. He was specially appointed in this case to watch the operations?—Yes.
507. He visited the land on several occasions?—So far as my knowledge and belief are concerned he did. I did not go with him, but I saw him start and return and I saw his reports.
508. Personally, do you consider Mr. Dabscheck was fairly treated in this matter?—I think he was unusually fairly treated.
509. *By Mr. Woinarski.*—Did you know that Mr. Perrin had reported to the Department against Mr. Gunn?—In the first instance he did.
510. He reported that Gunn was defying the Department?—I believe he did.
511. He threatened that Gunn's licence should be withdrawn from him?—Yes. I believe all those statements are in the one report.
512. Have you seen Dabscheck's land?—No.
513. When you say that in your opinion he has been fairly treated you take the Departmental view. Is that a fair way in which to give an opinion?—I give an opinion in the way I am asked.
514. Without seeing the land?—Yes.
515. I understand you to say that the condition of the timber licence that the timber licensee has to dispose of the débris so as not to encumber the land, has a special meaning?—Yes.
516. You say it is usually a dead letter, but the Department can enforce it against a timber licensee, and occasionally does so?—At times.
517. It was asked in this case to do so?—Yes.
518. Have you known of timber licences being granted over land held under a 42nd section licence, except in Dabscheck's case?—I do know of such cases, but not in the way you mean. I know of a case in which it was done in error.
519. It is not the practice to give a timber licence where the land is under licence?—That is so.
520. That was done in Dabscheck's case?—Yes, before he got his licence.
521. Trouble does not usually arise, because the timber licensee makes his own arrangement with the lessee?—As a rule we can get the lessee to give his consent, and, although it is not strictly proper, we do not consider it our business to inquire too closely as to whether the licensee is in agreement with the lessee as to taking a sum of money and perhaps not doing the work.
522. Where you are dealing with a lessee the timber licence is subject to this condition—that the deposit is not to be returned to the timber licensee unless he has either the written certificate of the lessee that no damage has been done, or the Department is satisfied that no damage has been done to the lessee's fences, buildings, or other property by the operations of the licensee?—That is the condition.
523. In this case you did not have the consent of the lessee, but you say the officer who recommended the return of the deposit must have been satisfied that no injury was done?—Yes, he told me he was satisfied. He said he had never seen land so well cleared up by a saw-miller, and he would not go down again a fifth time. They wanted him to go down a fifth time, and he would not. He made an order that the money should be returned, less £5 for some burning off that could be done afterwards; it was not a suitable time for burning off.
524. *By the Hon. the Chairman.*—That work has to be done to the satisfaction of the Conservator?—Yes; it was the Conservator himself who made this report, and told me this. He went down four times personally, and he said he would not go a fifth time—Gunn had done the work so well, that he had never seen it so well done, and he would not go again.

The witness withdrew.

William W. Gunn, examined

525. *By Mr. Brown.*—What are you?—A saw-miller at Crossover.
526. Did you apply for permission to cut timber on Mr. Dabscheck's land about 1896?—Yes.
527. Were you asked by the Department to state your reasons for applying?—Yes. I said that the saw-mill site was practically valueless without the timber on Dabscheck's land.
528. In about March, 1897, you called on Mr. Best. Did he tell you that Dabscheck had stated that he wanted the timber for himself?—Yes.
529. Did you state to Mr. Best that Dabscheck had tried to sell the timber?—Yes, to the best of my belief.
530. Did you supply statements from Mr. Doyle, Mr. Firman, and Mr. McDougall that he had done so?—Yes.
531. You heard later on that Mr. Dabscheck had applied for some more land under licence?—Yes.
532. You asked that roads should be taken out of the land to enable you to get the timber out?—Yes.
533. At that time you heard there were only about 50 acres to which the Mining Department had objections?—Yes.
534. Did you get a promise from the Department that the roads would be reserved out of the land?—Yes.
535. What deposit did you make when you got permission to cut on the grazing area?—£12 10s., I believe.
536. Later on, when Mr. Best granted permission to Mr. Dabscheck to select and gave you permission to cut on the agricultural area for six months, you increased the deposit to £45?—Yes.
537. And you paid that amount down?—Yes.
538. Did you ask Mr. Best to give you an opportunity of showing that Dabscheck had not complied with the conditions of his lease?—No; I mentioned to him that he had not done so.
539. In July, 1898, you submitted a plan asking for a reservation to be made for road purposes?—Yes.

540. You discussed the matter with Mr. Walker?—Yes.
541. Did you point out that the natural line of the tramway would be through Mr. Dabscheck's garden?—Yes.
542. Mr. Walker told you you would have to keep outside the garden fence?—Yes. I told him I was going to pay compensation for going through the garden, and he said it would be better to keep outside the fence.
543. As to the tramway line going up Monkey Gully, did you agree to put gates where the tramway crossed the line of fence?—Yes, providing it was fenced.
544. Mr. Dabscheck stated that you were cutting on the agricultural licence holding after December, 1896—did you do so?—No, most decidedly not. I never cut a stick after the six months.
545. You used the tramway line going up Monkey Gully after that date?—Yes.
546. What would you say as to the damage done—have you not contended that after having expended some hundreds of pounds it would be ridiculous to say you had not done more good than harm to the land?—I consider that I have improved the land to the extent of at least 100 per cent.
547. Did your operations extend over the whole area, or only to certain portions?—Only to certain portions where there was timber suitable for milling.
548. What area would you say was operated on?—I should say about 60 acres.
549. It was stated by Mr. Dabscheck that by cutting the green timber a lot of harm was done to the property through shoots springing up from the roots—is there any truth in that?—I have never seen timber springing from the roots.
550. The statement is incorrect?—Entirely.
551. Can you explain how the undergrowth came about in Dabscheck's land?—In timber country it is a well-known fact that after a fire goes through the country any seeds that are in the ground are germinated by the heat, and the result is a crop of undergrowth.
552. All the undergrowth came up after the bush fires of 1898?—Practically.
553. It had nothing to do with your operations?—Nothing at all.
554. Was the ground damaged by the logs being hauled by the jinker?—The damage is not appreciable.
555. Mr. Dabscheck states that you broke down his fences in three or four places to get through with the tramways, and you felled certain trees in other places on the fences, amounting to six or seven breakages altogether—how much damage was done in that way?—I cut the fence in one place and erected a pair of gates on it. In another place where the tramway went through I simply loosed the wires from the posts to allow the rails to be laid—that was for the Monkey Gully line.
556. What kind of fence was it?—It was post and wires; there were two wires which were very slack—in fact it was no fence at all practically. I know I would not consider it a fence.
557. *By the Hon. the Chairman.*—You undid the fence—how could you undo the fence if there were no fence?—It was practically no fence.
558. *By Mr. Brown.*—It was only a post and two wires?—Yes, and the wires were loose—that was where I crossed from the road with the tram—the wires were loosely tied on to another post.
559. *By the Hon. T. Comrie.*—The wires went through the post?—No, they were hooked in and turned round.
560. *By Mr. Brown.*—Mr. Dabscheck states that you were using three lines of tramway on his ground—is that true?—No.
561. Were you ever using more than one line at a time?—Not more than one at a time.
562. The only lines you used were the log tram and the one at Monkey Gully?—Yes.
563. Were the fences generally speaking in a bad condition from the time you first went into the property?—Very bad.
564. Any person's cattle could stray in?—Yes.
565. Your bullocks strayed in?—Yes.
566. You could not keep them out?—No.
567. During the time you used his land, did Dabscheck have any cattle grazing on it?—Not to my knowledge.
568. He says that there was some ill feeling between you and himself—has there been any ill feeling expressed by you towards Mr. Dabscheck?—No, the whole feeling has been on the other side.
569. Did your men go to Mr. Dabscheck's assistance to save his improvements, while at the same time running the risk of having your tramways or improvements burnt—were you there during the bush fires?—Yes.
570. Did your men save this property?—Yes.
571. Where was Dabscheck at the time?—As far as I know he was in town attending to his case.
572. Did Mr. Dabscheck or any one on his behalf ask you to buy him out?—Yes.
573. Did Mr. Jacob ask you?—Yes.
574. Was that when Mr. Jacob visited the land?—Yes.
575. After you finished cutting on the agricultural licence area you continued your operations for a week or so longer on the grazing area?—Yes.
576. That timber you brought down Monkey Gully?—Yes, and also timber on Crown lands beyond, in the State forest.
577. You say the money you spent taking out logs was of great value to Mr. Dabscheck?—Yes.
578. You complained about damage being done to your property—was Mr. Dabscheck responsible for that?—I cannot say who was responsible for it.
579. You say logs were placed across your tram—was Mr. Dabscheck responsible for that?—Yes.
580. What do you consider the value of the land?—I would not give £100 for it.
581. The log tramway was erected before Mr. Walker made the survey?—Yes.
582. You placed that there on your own responsibility?—Yes.
583. You never asked permission from the Lands Department to put it there?—No.
584. You understood the tramway line on the south-western corner of the property was not on Mr. Dabscheck's land at all?—Never.

585. The tramway licence for the tramway going along Monkey Gully belongs to the Railways Commissioner?—Yes.

586. You obtained from the Railways Commissioner material to make the tramway?—Yes.

587. And they took the licence as security?—Yes.

588. The other tramway line has never been used yet?—No; I have never used it yet—the reservation was put there at my request.

589. Did you offer Mr. Dabscheck timber to improve his garden fence?—Yes.

590. Did your bullocks ever trespass upon his garden?—Yes.

591. Was the condition of his fences bad?—Very.

592. Mr. Dabscheck complains that when you made the tramway round his garden fence you threw down the dirt, and damaged the fence, and made it lean over—what happened in that connexion?—In order to get round this fence I was obliged to put in a cutting in some places seven feet deep, and even then it left the tramway dangerous. In putting in this cutting I gave instructions to the men to throw the earth on the top side of the cutting. That entailed throwing it about seven feet high as against putting it on the low side, where it would cost one-fourth of the money.

593. *By the Hon. H. Williams.*—Was it away from the fence?—Yes.

594. *By Mr. Brown.*—That entailed a considerable extra expense?—Yes.

595. What condition was Mr. Dabscheck's fence in when you did that?—It was very bad. The fire had been through it, and it was all leaning down hill.

596. As a matter of fact, some trees when they were felled did fall across the fence?—Not to my knowledge. The men were given instructions to be most careful in the felling. I have seen myself where branches have been blown off trees, and have fallen across the fence.

597. If Dabscheck says that the fence was broken in four or five places, from trees that you have felled, that is incorrect?—Yes.

598. The fence was broken by fallen timber that fell in a natural way?—Yes.

599. Did you instruct your men to be careful when they destroyed the fence to repair the fence?—Yes; and I sent men to repair the fence, and leave it in as good condition as it was when we went there.

600. Did you have any claim made upon you by Dabscheck or his solicitor for damages?—Yes, two or three times.

601. To what amount?—As near as I can recollect, about £500.

602. What did you reply to the claim?—I did not reply at all.

603. The action was abandoned?—Yes; I never heard anything more of it.

604. So far as the trams are concerned, they would be a benefit rather than otherwise to Mr. Dabscheck in getting the timber out, and preventing his land from being damaged?—Certainly.

605. *By the Hon. H. Williams.*—You mean the land was less damaged by the trams than it would have been if the timber had been hauled on jinkers?—Yes; if there was any damage through hauling by jinkers, the tramways would avoid that.

606. *By Mr. Brown.*—Do you consider Mr. Perrin was strict in your case?—I consider he was unnecessarily strict.

607. Mr. Dabscheck has stated that you used the tramways as a pretext for having your cattle on the land; is that true?—Most decidedly not.

608. You carried out your part of the contract with the Forests Branch in its entirety?—Yes.

609. *By Mr. Woinarski.*—What was the timber worth to you per tree that you took from Dabscheck's land?—Taking the timber standing the price has ranged from 6d. to 1s. 6d. per tree for timber of a similar description, and, if anything, nearer to the railway. That is the ordinary run of the bush through there. It is composed of several classes of timber.

610. That is not the value of it sold?—Certainly not.

611. What is the value of it sold per tree—is it worth £2 10s.?—I protest against going into my private business.

612. Was not the timber that you took off Dabscheck's land the most valuable thing upon his land?—I should say it was the only valuable thing upon his land.

613. You knew that if at any time he got the freehold that timber would belong to him?—Undoubtedly.

614. You knew he was an applicant for a licence which would lead to a freehold?—Yes; I believe so.

615. Your operations have cleared off all the useful trees from his selection?—Not all. It depends upon the use they are wanted for.

616. Is it practically true that your operations have stripped his land of trees?—Most decidedly not.

617. What percentage of useful trees have you left?—I suppose there is considerably over half the block that I was never on at all.

618. Are there half of the trees left?—In some portions I have never touched the timber. The whole of the trees are left.

619. Is that the portion where there is scrub?—There are so many different varieties of scrub.

620. I refer to the timber trees that you wanted a licence to fell. Have you taken all those trees?—I have taken all the trees available for saw-milling in the portion I have been over.

621. Your saw-mill was near this block, and it was convenient to get a licence to cut this timber?—Undoubtedly.

622. Did you use any influence with the Mining Board to prevent this land being made available for selection?—Not the slightest.

623. You never saw any member of the Board?—I have seen Mr. Lamont.

624. Was he a member of the Board?—Yes.

625. Did you represent to him that the land was auriferous, and should not be licensed to Dabscheck?—Not that I am aware of.

626. Did you represent to any one that it was auriferous?—I represented to the surveyor in the Department that it was auriferous.

627. You did not wish Dabscheck to get a licence?—Certainly not.

628. Did you use any influence, political or otherwise, to prevent his getting a licence under section 42?—Not that I am aware of.

629. Did you see the member for the district?—I cannot recollect having seen him.
630. It is a fact that the member saw the Department in your interests, to prevent any licence being granted to Dabscheck?—Without my interests being conserved.
631. I am speaking of the time before you had an interest?—I had an interest ever since I was there.
632. When did you first have a timber licence?—Before I went up there I applied for the timber on this land. I had an interest in it from the time I went up there.
633. When did you get a timber licence in regard to Dabscheck's land?—I think it was about 1897.
634. Dabscheck was there in 1890. From 1890 to 1897 you had no timber licence in regard to Dabscheck's land?—From 1890 to 1897 I never interfered with his getting a licence.
635. Did you, up to 1897, try to prevent him getting a licence for the land?—No; not that I am aware of.
636. You had other disputes than with Dabscheck?—The disputes with Dabscheck have been mostly on one side.
637. You have had disputes with others. You know Leeson?—Yes.
638. Have you had disputes with him about your operations on this land?—No; I have had disputes about bullocks.
639. You refused to pay for the damage done by your bullocks on his land?—Yes.
640. Have you had disputes with the Shire of Buln Buln about your timber operations, and the way you blocked up gullies and roads?—No.
641. You have had no dispute with the Shire of Buln Buln?—No.
642. Is it a fact that you blocked up gullies and roads?—Not that I am aware of.
643. Did you leave any débris on Leeson's property?—Yes.
644. Has he complained about that?—No.
645. Did you mend any of the fences you broke on Leeson's property?—I did not break any; there were none to break.
646. Did you write to Dabscheck about his consent to your getting a licence?—Yes; the Lands Department told me it was the usual course.
647. Did the Lands Department write to him also, asking for his consent?—I do not know. I know they were going to write to him, but what they wrote I do not know.
648. You never heard that they had written for his consent?—No.
649. You did not ask the Department to write to him?—No; I have no recollection of asking them to write to him.
650. Were you ever advised that if the licence were granted to Dabscheck you could not get a timber licence?—Yes.
651. Notwithstanding that the licence did go to Dabscheck, you did get a timber licence?—That was an arrangement with Mr. Best.
652. You knew, when you first got the timber licence in 1897, that you were not to interfere with Dabscheck's improvements, or with his land or property?—Yes.
653. You deposited £12 10s. on that condition?—Yes.
654. Did you know at that time that Dabscheck had improved his land?—Yes; I knew what improvements there were on it.
655. What improvements were on it before you came there?—The principal improvements were the house and garden.
656. Any fencing?—There was some fencing on the land, but it was practically done.
657. Do you know that the Crown lands bailiff reported there were £65 worth of fencing put up by Dabscheck?—I do not know that as a fact.
658. Will you deny that there were £65 worth of fencing before you came there?—I would not like to pay £65 to put it up.
659. What was the gross value of the improvements put up by Dabscheck before you came there?—It is a difficult matter to say. I was never over the improvements.
660. Were there £300 worth?—Nothing like that.
661. If the Crown lands bailiff gave it as that would you dispute it?—Yes.
662. Do you know that Dabscheck ceased improving his land when you came there?—I was not aware that it was when I came there.
663. Do you know that after you came there he had to take to hawking for a living?—I know he and his family were hawking long before I came there.
664. Do you know that since you abandoned your operations he has gone back to his land?—I know he has gone back.
665. He has told us that you first commenced operating on the 100-acre paddock that was fenced in. Is that correct?—I do not know which paddock he means.
666. On which side of the selection did you commence operations?—On the west side.
667. He says you and your men made a number of bullock tracks to take the timber down?—
Yes.
668. Are those bullock tracks there now?—Yes.
669. Did you report to the Department that those tracks could be ploughed over by Dabscheck?—
I did.
670. Why should he plough them over?—If we wanted to plough the land.
671. Is it necessary to plough them to remove the damage?—No.
672. Do not those tracks damage the property?—No.
673. How many of them are there?—Dozens of them.
674. The way to efface them is to plough over them?—No; they do not need effacing.
675. What did you mean by writing to the Department that the way to get rid of them was to plough them up?—I did not write that. If they required to plough, the tracks would not interfere with the ploughing.
676. Why did not you plough them?—I had no occasion to plough. I did not want to raise a crop.
677. You admit your cattle got on to Dabscheck's land?—Yes.

678. They destroyed the fruit trees?—I am not aware that they destroyed any fruit trees. My cattle and others got into Dabscheck's garden, but Mr. Perrin said they had done no damage whatever.
679. You admit that your cattle got into his orchard?—Yes.
680. And you admit they destroyed the trees?—No.
681. You admit they destroyed the vegetables?—I daresay they did, if there were any vegetables there. I could not say.
682. Were you not on the ground repeatedly?—I did not take much notice of what was there. If there were vegetables there, I will admit the cattle destroyed them.
683. Did you ever offer him any compensation for that damage?—No; I offered him timber to fence his land so that the cattle could not get in.
684. You never offered him fresh fruit trees, or any sum of money?—No.
685. Do you know that some of your bullocks died on his land, and he had to pay men to bury them?—This is the first I have heard of it.
686. Do you know whether the Shire of Buln Buln paid men to bury the cattle on Dabscheck's land?—I know nothing about it.
687. Did you hear of it?—I heard it had been done.
688. Did you believe it?—I had no reason to believe the contrary.
689. And you and your men broke fences on Dabscheck's property?—Yes.
690. Did you ever mend any?—Yes; I sent a man round.
691. Did you see where it was done?—I went round a portion of the fence, and I could not see where there was any damage done.
692. When did you go round?—Some time ago, when I had finished on that portion.
693. Do you mean that you repaired any of the fences?—Yes; if they were broken by my men.
694. What portion of the fences did you repair, or get your men to repair?—The fence going across from Red Hill to the Monkey Gully.
695. Did you see the repairs?—No; I went along the fence. I did not look specially for repairs. I saw there was no broken place.
696. Are there any broken places there now?—I could not say.
697. When did you last see the land?—Two or three years ago.
698. At that time the fences were all in repair?—So far as I saw.
699. Did you see any places where the trees felled by your men had broken the fences?—No.
700. Did you look for any?—I did not look specially for any.
701. Will you contradict men who went over the place, and have made a declaration that they did see it?—Under the circumstance I cannot contradict them.
702. It is a natural thing, in felling operations, to break fences?—Yes; unless the trees are felled very carefully. I know the great majority of the trees were felled away from the fence.
703. Were you there when they were felled?—I was through there after they were felled.
704. Did your tramways interfere with the fencing?—Only where they went through.
705. In how many places did they go through?—Two.
706. In what portions of the fencing?—Going off the main telegraph road, and then across the fence about 30 or 40 chains up.
707. Did you repair that?—No.
708. Why not?—There was no fence there practically to repair.
709. You knew the condition under which you had the licence, that you were to do no damage to his improvements or property. Why did you not repair the fencing that you admit you broke?—In the first place the fence was not worth repairing. I offered to send a man to assist in putting the fence into proper repair right round if he liked, and he would not do it.
710. When you got this licence you had the right only for six months for Dabscheck's licensed holding. Did you continue on his land after that time?—Not on the 42nd section.
711. Did you continue on his land?—On the grazing area I did.
712. You swear you were never on the 42nd section block?—Yes.
713. Did you cross it with a tramway?—Yes; but that was excised from his land. I never felled any timber on his land after the expiration of the six months.
714. You know that Dabscheck complained of your operations?—I did.
715. Was there any justice in the complaints, or were they all moonshine?—All moonshine.
716. Why were you compelled by the Department to deposit another £20?—Because the Department treated me in an unprecedented manner.
717. Why did you have to lodge that £20?—As an additional security that I should do what the Department required me to do.
718. Do you know that Mr. Perrin reported that you were defying the Department?—I heard he had made an adverse report.
719. Did he threaten to cancel your licence?—Yes.
- 720.—Why?—He told me the tops of the trees were not properly cleared up. I told him he could cancel my licence if he liked, and I would take it to the Supreme Court.
721. When did you first lay down a tramway on Dabscheck's land?—I could not say exactly; I think it was in 1897.
722. Had you any tramway licence at that time?—Not for that.
723. Was there any survey made by you before you laid down that tramway?—No.
724. You laid it down where you wanted it?—I laid it down on what I considered the most suitable track.
725. Was the most suitable track through Dabscheck's land?—There was no cleared portion.
726. Did you have to clear the scrub?—Yes; and his boys were engaged cutting the scrub.
727. Is the tramway laid on the low lying portions of his land?—Yes.
728. How did you fix the site for the tramway?—I took it in the most convenient place to get the timber.
729. How many tramways have you had there?—On Dabscheck's land I have had two.
730. Do you contemplate putting down another?—Yes.

731. I suppose you put them on the easiest portions of the land to deal with?—I put them on the grades that would suit best.
732. Do not those tramways destroy a good deal of Dabscheck's land?—No; they do not destroy the land at all.
733. You know he complained to the Department about your tramways?—Yes.
734. He objected to them?—Yes; he objected to them after they had been there for twelve months.
735. Were you requested by the Department to put up gates on those tramways?—Yes.
736. Did you do so?—I replied that as soon as the fence was put up, I would be very pleased to put up gates. I refused to do it when the land was not fenced.
737. Is it true that 900 trees were felled by you?—I would not doubt it.
738. Is it true that there is débris on the ground?—Yes.
739. You have not seen the land for three years?—Portions of the land I have not seen for three years, but I see the land every day.
740. You have not been over it to see the state of the débris?—I have not been over the whole block for three years.
741. You are not in a position to contradict those who have examined it recently?—I have been through portions of it more recently.
742. The condition that you had your licence on was that you were not to encumber the ground with the débris?—Yes; that was indorsed on the back of the licence.
743. Did you regard that condition as a dead letter?—Most undoubtedly.
744. You were to clear within one month of the felling of a tree. Did you do that?—No.
745. Did you attempt to do it?—No.
746. You never gave any orders to your men to do it?—No.
747. You say the undergrowth was caused by the bush fires. Did you say to the Department that not more than five per cent. of the trees sent up undergrowth?—I never saw any undergrowth from the trees.
748. You say there is undergrowth there?—Yes.
749. But you say that is not owing to your operations?—Yes.
750. Did you instruct your solicitors to threaten Dabscheck with litigation?—Yes.
751. Several times they wrote letters to him on your behalf?—Yes.
752. Did he indulge in litigation?—I got several letters threatening litigation.
753. But he never got any further?—I never went any further with him.
754. You finished removing this tramway in November?—I have been removing that tramway for twelve months.
755. Is it a fact that you finished removing this tramway in November of this year?—I removed about three chains of it.
756. You said you proposed having another tramway. Where would you put that?—On the excised line leading east, at the back.
757. *By the Hon. the Chairman.*—I understand you to say that the saw mill site would be valueless without Dabscheck's land?—Comparatively; I would never have put the mill there unless I had had security that I would get Dabscheck's land.
758. *By the Hon. H. Williams.*—That was the real reason for your erecting the mill?—Yes; there was other timber about, but unless I got that timber there was not sufficient to justify me in erecting the mill.
759. *By the Hon. the Chairman.*—Was Mr. Dabscheck there before you went to the locality at all?—Yes; he must have been.
760. Or before you started to put up a mill in the vicinity?—Yes.
761. You put up the mill, relying on Dabscheck's land to supply you with the timber?—Yes.
762. What was the class of timber?—Messmate, stringybark, ironbark, and some grey gum.
763. No redgum?—No.
764. You constructed two trams?—Yes.
765. When you were asked about any ill feeling existing, you said it was one-sided. Did you not contribute in any way towards the ill feeling?—I employed his boys. I instructed my men to take every care that they should not do any damage or interfere with him in any shape or form. For a considerable time I fetched all his goods from the station by the tramways, and I carried him and his wife and family backwards and forwards whenever they chose to go. More than that, I offered him a monetary compensation for going on his property. He came down to me and said he was a very poor man, and very hard up, and would I not do something for him. I said I could not buy the timber twice over. I had already had to buy it from the Crown, but if he liked to arrange about the tops I would give him £25. It was practically making him a present of £25. He then wanted to know if I could buy him out. I said—No, I could not.
766. Did you write to him on these subjects?—No.
767. Nor to his wife?—No.
768. Did you write to him at all?—I have written several letters to him on various subjects, principally about obstructions on the tramways.
769. You value the whole of his property at £100?—I was asked what I would give for it. I said I would not dream of giving more than that.
770. Did he offer it to you for £100?—No; but I was given to understand that if I was prepared to make an offer of £100 it would receive consideration.
771. How did you assess the value at £100?—I valued the fences at nothing at all.
772. Did they cost anything to put up?—Whatever they cost to put up, if I were on the place to-morrow, they would not be worth anything to me.
773. What were they put up for?—I have not the slightest idea. There was not a fenced paddock on the block, with the exception of his garden, and a yard or so that he has put up lately.
774. Was the fence no good, or was it wrongly put up?—It was poorly put up in the first place. The wires had been destroyed, and they were very old and broken in places, and sagging all over the place. The fence would not keep anything out.

775. Was the house worth anything?—I was never at the house, but I understand it was only a shell. The whole thing was not worth £100 to me.

776. Was the cultivation worth anything?—The land is no good for cultivation. It is a very poor hill that the garden is on.

777. Were the trees good?—They seemed to be doing fairly well.

778. Was it good soil?—There is a small block of a quarter or half an acre at the bottom that is pretty fair, but the rest is a gravelly quartz hill.

779. Was it dug over?—It had been cultivated.

780. Supposing you were told that £700 had been expended, what would you say?—I would not believe it; I know the improvements thoroughly well.

781. Would you think the statement by any one that the sum of £700 had been expended would be extravagant?—I think it would be utterly ridiculous.

782. Do you remember when you got your licence?—Yes.

783. Was it for a jinker?—Yes.

784. Did you pay for that licence?—Yes.

785. What did you pay for it?—I could not say exactly.

786. Can you remember whether you paid for it at all?—Yes, I did.

787. By cheque?—Yes.

788. Will you supply the committee with a record of it?—Yes.

789. Did you understand that if Dabscheck got a licence for cutting timber that would interfere with your licence?—I understood it was the custom of the Department never to grant two licences over the same area. If a mill came in, there would be no other licence granted within a radius of two miles.

790. Did you take any steps to prevent his getting that licence?—I cannot recollect doing so at present; I had no idea that any such steps were necessary.

791. *By the Hon. H. Williams.*—Have you taken timber from other people's land?—Some.

792. Under what conditions?—I have taken a few trees off some of the adjoining blocks. The people never objected to my doing it; it did no harm to them.

793. You have not paid other selectors for any timber in that neighbourhood?—I have made arrangements with some of the selectors in the neighbourhood; I have not paid for any timber in the neighbourhood.

794. There is no one else's land that you left in the same condition as Dabscheck's?—No; his is left in an exceptional state, inasmuch as nothing was ever done on any of the others.

795. *By Mr. Woinarski.*—You say you allowed the Dabscheck family to ride on your tram; if he says that he has never ridden once, and his wife has only ridden once, is that true?—No.

796. Have you driven them yourself?—No; but my men have.

797. Have you ever seen Dabscheck on your tram?—Yes.

798. You said the Monkey Gully licence belonged to the Railway Department. Is that the whole truth. Is it not a fact that it belonged to you, and as trouble arose you transferred it to the Railway Department?—No; it was transferred to the Railway Department straight away. I took it out and transferred it to the Railway Department at once.

799. *By the Hon. the Chairman.*—You have a timber licence from the Department?—Yes.

800. Have you it in your possession?—I have it at home. I can produce it. The licences are issued quarterly. Do you wish the licences from when I went up there?

801. We wish for any licence you have from the Department?—Very well; I will produce them.

802. *By Mr. Brown.*—The licence was transferred to the Railway Department in order to secure them for their rails?—Yes

The witness withdrew.

Adjourned to-morrow, at Three o'clock.

WEDNESDAY, 27th NOVEMBER, 1901.

Members present:

The Hon. A. O. SACHSE, in the Chair;

The Hon. T. Comrie,
J. Y. McDonald,

The Hon. J. Sternberg,
H. Williams.

Mr. Brown appeared on behalf of the Lands Department.

Mr. Woinarski appeared for the petitioner.

William W. Gunn, recalled and further examined.

803. *The witness.*—With reference to my evidence yesterday, on referring to my book—I find I wrote to the Secretary for Lands, asking to be allowed to submit affidavits in connexion with the matter in dispute between Mr. Dabscheck and myself, and also that the conditions were not complied with to allow of his getting a licence under the 42nd section.

804. *By the Hon. the Chairman.*—You wrote to the Secretary for Lands, you say. Have you a copy of that letter?—

805. *Mr. Brown.*—I have got a copy of it.

806. *The witness.*—My understanding was that I was to erect gates as soon as the land was fenced. Then as to my treatment by the Crown, I consider I was harshly treated—to that extent that I made up my mind if I could avoid it I would never go on Crown lands again. I would like to put in a letter from the Minister in this connexion.

807. *By the Hon. the Chairman.*—What is the drift of your remarks; I understand that you desire to make an explanation to the Committee?—That is my explanation to the Committee, about the letter and the gates, and that I was treated in a harsh manner by the Crown—so much so that I would never go on Crown lands again if I could help it.

808. Have you had time to get the leases asked for by the Committee?—No. There are only three mails a week to my place, and I will be up there before a letter gets there. I would like to hand in a letter to show how I was treated by the Crown. They wrote to me for a large amount directly after the bush fires, and I asked for time, which they refused me.

809. I suppose the Department have the reply to that on file?—Yes.

810. Before closing with you, I would like to put a question to you. Did you not cut timber on that land before the Crown gave you any rights whatsoever?—No.

811. Are you certain of that?—Quite; I never cut a stick until Mr. Morkham came up there.

812. What was your first authority that you cut the first tree on?—A letter from the Crown authorizing me to go on.

813. Had you paid any fees at that date?—No, but I had not started on the property.

814. Had you paid any fees before you cut a tree?—Yes, as far as I remember I had paid up everything. I have the receipts and will let you have them in due course.

815. *By Mr. Woinarski.*—As to the gates, is it a fact or not that you were requested to put up gates, and keep them closed without any reservation whatever about the fences being put up?—Yes, it is a fact.

816. And you refused to do so?—Yes, on the ground that they were useless.

The witness withdrew.

William Hardinge Gregson, called and examined by Mr. Brown.

817. *By the Hon. the Chairman.*—What are you?—Officer in charge of the Melbourne district.

818. Situated in Melbourne?—Yes.

819. *By Mr. Brown.*—You are the officer dealing specially with this matter?—Yes. I may say that the Melbourne district extends from the Werribee to Corner Inlet.

820. You know the whole history of this case?—Yes.

821. Will you tell the Committee briefly the history of the 42nd section?—Mr. Dabscheck held a lease under section 22. The lease is dated 1st July, 1890. That was under the 1890 Act.

822. *By the Hon. the Chairman.*—It is now merged into section 35 of the present Act?—Section 32 expired; it is practically the same section. He applied under section 42 on the 21st March, 1894. According to usual custom, we asked the Mining Department if there was any objection to the land being given. In the meantime we sent the usual form, because the lease under section 32 having been enforced for more than three years, we had to find out whether the conditions were complied with or not. The bailiff's report, dated 30th January, 1894, showed there were improvements on the land to the value of £266 15s., but that the land was not fenced, as required by the conditions of lease; but they accepted that as *bona fides*, and as general substantial compliance. They accepted that as having complied with the conditions. That was the Departmental practice at that time, to accept 5s. per acre improvements in lieu of fencing. It has been legalized in the present Act. The Mines reported "Objection for the present"; and of course as they reported "object," we could not do anything. The matters were held over, and no action was taken until Mr. Gunn asked for permission to cut timber on the 32nd leasehold. Then, according to our usual practice, we sent Mr. Gunn the usual form, and asked him for Mr. Dabscheck's consent.

823. Let the Committee understand, his consent as to what?—To Gunn cutting timber on the 32nd section. It is the practice of the Department to grant licences whether the lessee consents or not. The only thing is, where the lessee consents they do not necessarily insist on the payment of a deposit, and the certificate of the lessee that he is satisfied with the conditions of clearing and so on being complied with is accepted. When the lessee refuses to consent, we insist on a deposit, and the deposit is returned on the certificate of the officer of the Department.

824. Before going as far as that; you are one of the interpreters of the Act, are you not?—Only my portion.

825. Does your Department issue a right for a grazing area without giving any right whatsoever over the timber in that area?—A grazing lease gives no right over the timber.

826. Has the lessee any preferential right to the timber?—None.

827. *By the Hon. J. Sternberg.*—Not for his improvements?—He can cut for his own use, but not to sell.

828. *By the Hon. the Chairman.*—Do the Department reserve their rights to the timber without any reservation?—Yes, I know of cases. It is some years ago, but there was one case where two people, I do not remember whether they were saw-millers, were permitted to cut timber on a 32nd section, and the application of the leaseholder under 32 was refused.

829. It is given as a rule to the prior applicant?—Yes.

830. Had Dabscheck put in any application in your Department for rights to that timber before Gunn made any application for it?—No, I have seen no letter from Dabscheck at all asking for it.

831. Under your interpretation of the Act, is there any preferential right?—I do not know about a preferential right. I do not think the Department would give an ordinary man a right to cut as against an ordinary saw-miller.

832. Do you or do you not make a practice with regard to the lessee that before issuing licences to outsiders you would allow him to apply?—He is asked for his consent.

833. Why would you ask him?—Only to simplify things.

834. Would that not imply that he had some right?—I do not know that.

835. That would not be done purely as a matter of courtesy, would it?—Yes.

836. *By the Hon. H. Williams.*—It seems to me that it is done, so that the Department will understand there is an understanding between the lessee and the saw-miller?—Yes, to prevent further trouble. We would much rather that they agreed.

837. *By the Hon. the Chairman.*—Why need you fear trouble when you are acting on your solid legal rights?—Unfortunately there are always people trying to overcome solid legal rights. I think if we had done it in this case we should not have had this trouble.

838. Do you not give away your land as a matter of right, and keep this on as a matter of adjustment by the Department. How did you come into this practice of asking the consent of the lessee?—I do not know. I simply took up the practice where I found it, and in other cases I know it is done; the reason of it I do not know, I have not inquired into it.

839. *By the Hon. T. Comrie.*—Does a saw-miller get the preference over the lessee?—Each case is taken on its merits; there is no hard and fast rule.

840. *By the Hon. J. Y. McDonald.*—As a matter of fact, when one takes up a lease he takes possession of all the lease covers?—Not of the timber.

841. There is no provision?—No.

842. At the same time there is no provision for the Crown to sublet to a second party?—Yes.

843. *By the Hon. the Chairman.*—Is there any "Shylock" business about it; is the land let and not the timber?—The licence gives a right to go on to the land for the timber.

844. *By the Hon. J. Y. McDonald.*—If the lessee felt inclined to sell the timber to the saw-miller he could do so?—No.

845. Supposing the lessee rings all his timber, he is not precluded from doing that?—Yes he is.

846. He must get permission from the Crown?—Yes.

847. *By the Hon. H. Williams.*—A grazing lease gives absolutely no right over the timber?—None.

848. An agricultural lease does give a right over the timber?—Yes.

849. In this case, the licence was issued six months earlier than it otherwise would have been because of the nominal permission to Gunn to cut for the six months?—Yes.

850. *By the Hon. J. Sternberg.*—I understand the application for the lease was made three or four years prior?—Yes; but then there were public objections to the granting.

851. The certificate of improvements was issued three or four years prior to the issue of the licence?—In 1894.

852. The man was entitled to his lease from 1893?—In January, 1894, the bailiff reported.

853. There was a mining objection?—A man is not necessarily entitled from the date he applies, but from the date on which the public objection is removed.

854. Under the usual mode of proceeding from the time they get the certificate of improvements when you certify that the lessee is entitled to the licence?—You are confounding matters. The lease under section 32 says that the land shall be fenced, according to usual boundary, within three years, and there were so many cases where it was either impossible to fence, or to fence simply meant it would be burnt by the next bush fire; therefore it was regarded by the Department they could not fence, and they substituted 5s. an acre improvements instead of fencing. This certificate simply says the conditions of the lease are complied with. What you are thinking of is under the 42nd section, and is given at the end of six years, and that is issued.

855. I take it there is a certificate issued at the termination of the licence?—No; all the certificate says is that the compliance with the conditions of his lease has been satisfactory to the Department.

856. What would follow?—That the receiver and paymaster accepts the rent when paid. Until the certificate is given the receiver and paymaster has no right to receive rent. After the end of the five years some of the leases expired, and no licence issued—hundreds of them.

857. *By the Hon. the Chairman.*—You had an application made for a licence for the 320 acres?—On the 21st March, 1894.

858. When was the timber cut on the land?—Not until three years afterwards, after the application for the licence. You see the mining board had objected to the application for the licence, and Mr. Dabscheck had been informed of that objection. He was informed of that on the 16th of May, 1894.

859. A good deal depends on this particular stage or development. We are down as far as the 21st March, 1894, when Dabscheck applies for his agricultural licence. In the usual course of procedure, how long would it be before an applicant got it?—Over the greater part of the colony as soon as the application is made, under section 42, the Mining Department is asked whether there is any objection to this application, and nothing is done with that application until the Mining Department is satisfied.

860. Section 42 says:—"The Governor in Council may, if he thinks fit, issue a licence to occupy an agricultural allotment not exceeding in the whole 320 acres, &c.," so that he can limit the area of land, &c.?—It is section 47 in the present Act. "The Governor in Council may, if he thinks fit, issue a licence to occupy an agricultural allotment not exceeding in the whole 200 acres of first class land, or 320 acres of second class land, &c."?—The land was not then classified.

861. I understand from your own officer it is very poor stuff?—Yes. The land was not classified then; it is valued at £1 an acre.

862. It was issued for 320 acres?—Yes, at £1 an acre.

863. The licence was issued for 320 acres?—Yes.

864. Then Dabscheck gets his licence four years afterwards?—Yes.

865. Can you account for why a man settling in the depths of the Gippsland forest should have to wait four years for his licence?—We can show cases where they have been refused all through.

866. Can you show the reason?—Yes, because the Mining Department raised an objection, and until they remove it, the Lands Department cannot move.

867. Is it customary?—Yes. There have been one or two special cases where the Minister has overridden the objection; in fact, he did in this case.

868. Has it been the practice of the Department to issue licences to saw-millers, and others to cut timber on land for which an agricultural licence has been applied for?—No, but in this case the Department wanted to assist Mr. Dabscheck as far as they could, and in order to give him the benefit of six months under licence, the Minister allowed the licence to go through with that special condition.

869. After waiting four years?—Yes, there was an asset on the ground which belonged to the Crown in the timber; it is not compulsory on the Crown to grant a licence under 42.

870. The application was put in on the 21st March, 1894?—Yes.

871. When did your Department communicate with the Mines Department?—On the 16th April, 1894.

872. You applied to the Mining Department?—They were asked for a report.

873. Did they report on it to you?—The Mining Department report was received on the 11th May.

874. To what effect?—"Objection for the present."

875. Does it say for what?—No.

876-7. Did the Lands Department sit down quietly for practically four years, and wait for some further reply?—We do not move the Mines; it is a matter between the applicant and the Mines.

878. Did you notify the applicant?—Yes, on the 16th May.

879. The custom is to leave the applicant to move the Mines Department?—Yes.

880. You had no further communication with the Mines Department until when?—Until Mr. Dabscheck moved again.

881. When was your first communication from the Mines Department that they had raised the objection to allow you to issue?—The next was 30th June, 1897, when they report "No objection down to a depth of 50 feet to portion shown red hatched lines only (50 acres)." When I received that report I made personal inquiries to see what it meant. The hatching was intended to cover Mr. Dabscheck's improvements. I asked about it at the time, and was informed that the improvements were between 80 and 90 acres, and the Mines had told me that the report was intended to cover Mr. Dabscheck's improvements. I asked Mr. Dabscheck on the 12th July if he was willing to accept that condition, that is the 50 acres.

882. Mr. Gunn put in his application, I take it from the petition, on 4th January, 1897, a few months before you received the consent from the Mines Department?—Yes. It was really Mr. Gunn's application that moved Mr. Dabscheck. Mr. Gunn's application is 12th January, 1897.

883. Speaking officially, would you say that Mr. Gunn put in his application to cut timber, and did cut timber, upon land which was then the subject of an application for licence, which the Department had not been able to grant in any shape or form, and to which Mr. Dabscheck had no private right to close his land by fence or anything else?—Yes, as a matter of fact, as a matter of right, to comply properly with his conditions of lease.

884. Only under lease and not licence?—The fence ought to have been put up. He had no right to that timber, nor had he any right to close ingress or egress for that timber?—No.

885. *By the Hon. H. Williams.*—You made application to the Mining Department and it was objected to, and it was only removed by the action of the Minister in Dabscheck's favour?—Yes. First of all the Mining Department here objected, and on the 25th May, 1898, the Mining Department removed their objection for the whole of the land, the whole 320 acres.

886. *By the Hon. the Chairman.*—The 30th of June was in respect of 90 acres?—Yes. The licence did not issue till the 16th September. It was dated the 1st August.

887. The licence to cut was from 30th February to 30th August?—The licence was granted to Dabscheck from the 1st August, 1898.

888. That licence contained a proviso by the Minister that Mr. Gunn was to have the right to cut for six months before?—Yes.

889. Mr. Dabscheck took that licence from you; that is the licence we have before us?—Mr. Dabscheck signed that licence agreeing with that condition, and accepted the licence, and we have his receipt for it.

890. Did any one explain that condition to him?—He was notified that by letter about that special proviso.

891. Do you think, as a foreigner, he understood it?—I do not see how he could fail to understand it. On the 10th August, 1898, the Secretary of Mines wrote—"With reference to the application of Abraham Dabscheck for a block of land in the parish of Neerim, under section 42 of the *Land Act* 1890, I have the honour to request that you will be so good as to withhold the issue of licence in this case, pending further inquiries being made into the matter by this Department." Then I submitted the matter to the secretary, and I told him I believed a survey had been made from inquiries I had personally made, and he says—"If such is the case the Minister directs the case to proceed as previously directed. Inform Mining Department that the survey having been made, and the fees paid, after the Mining Department had notified no objection, the Minister has decided to allow the licence to issue." So you see, so far as the Department was concerned, we were doing all we could to assist Dabscheck. That is dated and initialed by Mr. Morkham.

892. *By the Hon. H. Williams.*—Practically, two months after you could issue, it was issued?—Yes.

893. *By the Hon. the Chairman.*—That was the 15th of the month?—Yes.

894. On the 1st August the Department notified Dabscheck that his application was granted?—Yes. We had already notified Dabscheck that his licence was granted. When the Mining Department wanted to renew the objection, the Minister would not renew it, because they had first of all said that they did not object. When the mining objection was removed, Mr. Walker was instructed to make a survey, and was asked to do it with special expedition, and the next thing was to obtain a transfer as to part on the lease, and you will see the date of the transfer to the Queen of 320 acres. Of course that land was then Crown lands, and the Department could do what it liked with it. The licence was then given to Mr. Dabscheck, excluding the tram lines. They were not included in any way in the licence.

895. *By Mr. Woinarski.*—Is there a word in the licence about that?—There is not a word in the licence giving the tram line. You will see here there is a proposed tramway 15 links wide reserved. Then you see it was a log tramway 15 links, a proposed tramway 15 lines wide on the plan.

896. *By the Hon. T. Conry.*—That is two tramways?—Yes, a question then came up. I wanted to know how to proceed in order to carry out the Minister's instructions, and I was instructed to send the matter to the Crown Solicitor. I then wrote—"Will the Crown Solicitor be good enough to draft an undertaking to be given by Dabscheck, giving Gunn power to cut timber for six months, and the Department power to take road or tramway in accordance with the decision of the Honorable the Minister." The Crown Solicitor then wrote—"Form of special condition so far as regards Gunn's felling licence herewith for insertion in Dabscheck's licence. With respect to resumption of land for road or tramway purposes without insertion in Dabscheck's licence. With respect to resumption of land for road or tramway purposes without compensation, a slight alteration of the form in use would accomplish this purpose. At present the form provides for resumption by the Governor in Council of licensee's land for road purposes, and all that appears necessary is to insert the words, 'or for any tramways,' after the word 'drains,' where it occurs in the last two clauses of the form. As has been previously pointed out, it is most doubtful how far a condition consenting to excision without compensation is *intra vires*. It is also doubtful whether a general reservation would be valid as a reservation of portion of the land for tramways or roads without defining the area and position

might be held void for uncertainty. If it is considered that it would be better to reserve land rather than to rely on the clause covenanting to forego compensation, the description of the land would have to be altered, and, in view of the Land Act assuming that the agricultural allotment is a defined area, the whole of which is licensed, this would be a matter of much difficulty and of doubtful validity apart from the question of uncertainty." When that question came in, I put it before Mr. Morkham and asked under the circumstances what we were to do.

897. *By the Hon. the Chairman.*—Is that in answer to a query by your Department to the Crown Solicitor?—Yes. We wanted to know how to do it, because it was an unusual thing, and we wanted to know how it was to be done.

898. *By the Hon. H. Williams.*—You wanted to know how to commit an illegal act legally?—No, and we did not hold it was illegal.

899. You do not hold that now?—No.

900. Not a tramway for private purposes?—No; we do not say it is.

901. *By the Hon. the Chairman.*—Did you just now read the whole of Mr. Guinness's letter?—Yes; the whole of it. I took Mr. Walker's plan in to the secretary, and showed him the opinion, and he said, "Well, if we make a survey through the land, we should survey a one-chain road, and I do not want to cut up Mr. Dabscheck's block any more than I can possibly help." He said, "We must have access to the country at the back." I may as well say that Mr. Walker had reported verbally to me that was the only access to the country at the back. This Dabscheck's land is the southern portion of a large forest block. There were only two ways a tramway could go, one up the Monkey Gully, and the other shown by the dotted lines. It was reported by Mr. Walker that it was impossible to take a tramway along the main road.

902. On account of the steepness?—Yes. And Mr. Perrin moved in the matter also, in order to get the two lides of tramway reserved for the back country.

903. Have you been down there yourself?—No.

904. Do you know whether the grade is downwards towards Gunn's mill or upward on the road you say is not suited for tramways?—I do not see any grades given in the surveyor's field notes.

905. We want to know as to this ordinary road, on which you say a tram could not be constructed owing to its being so precipitous, whether the up-grades are in the direction of Dabscheck's property?—I simply know nothing about it.

906. They run logs downwards from Dabscheck's property to the mill?—I understand the ground is up and down, but I do not know the road at all.

907. Have you your surveyor's report on that point?—It is mere hearsay, and what Mr. Walker told me. There is one thing, the Department does not grant two saw-mill licences within two miles of each other; so if there is one saw-mill licence, the country is retained for that, and the lines were for Crown access to the back country. Whether we may licence them as trams, we regard as access in the interest of the Crown to the back country.

908. You have not been down to it at all?—No. Those trams will be retained, even if Mr. Gunn's mill is not.

909. Have you anything further to say?—No.

910. *By the Hon. J. Y. McDonald.*—One is a wooden tram and the other a metal one?—As I understand from the papers.

911. *By the Hon. H. Williams.*—The position is, you were to run roads to the property at the back, or permit the roads to go through?—It was not a case of permitting those trams, it was a case of keeping access to back country.

912. Either you must construct chain roads or run the trams through, and, in the interests of Dabscheck, you allowed the trams?—Yes; Mr. Morkham said not to cut up the land.

913. *By the Hon. J. Sternberg.*—You know there is a surveyed road on the north of the land?—I do not know the country at all.

914. You know there is a road suitable for the travelling public?—What was stated to me was that that road from the junction of the tram with the road right round east to the road running north, that three-chain road could not be travelled over.

915. If we have evidence that it is a good road, suitable for traffic, would you dispute it?—I was told there was a good road, but the bad part was at the junction with the tram.

Mr. Brown said he proposed to put in the whole of the papers as evidence.

916. *By Mr. Brown (to the witness).*—Could you read Mr. Perrin's minute of 30th November, 1898?—It reads as follows: "I have visited Mr. Gunn's mill on November 22nd. I found that he was building a new tramway alongside Dabscheck's garden fence, at the bottom of the ravine or gully. He has not interfered with the garden fence, but has made a gap in the fence south of the garden. He is putting down iron rails. He has not yet complied in any way with the conditions of his entry upon the 32nd area in clearing up the débris. He says he has until the 18th January to comply, in accordance with a letter sent to him by the Hon. the Minister. I told him that unless he was prepared to largely increase his deposit I would stop his work altogether, stop all licences, tram as well as other. Eventually this was agreed to, and a letter has been sent to this effect, and asking him to at once forward a cheque for £20, in addition to the £25 already paid into Trust, making £45 in all. This sum will be ample to clear up all the débris now on the land. Should Mr. Gunn not send the cheque, I shall ask for full power to deal with the man in the most drastic manner possible, and compel him to obey instructions given to him by the Minister and myself. I propose to refuse to re-issue any licence for fallers, or tram lines, and to instruct the police at Warragul to prosecute instead of P. C. Fisk, who apparently does not seem to care to carry out his duty as a bailiff."

917. Will you turn to page 32, and read Mr. Perrin's certificate?—"The secretary. I have visited (on 30th, 31st January) and inspected the timber operations on Mr. Dabscheck's land. I made a close personal inspection of the trees felled by Mr. Gunn. I found that the heads of all trees felled by him had been cut off and piled in heaps, and this portion of the work meets with my entire satisfaction. Indeed, I found logs piled up which had not been felled by Mr. Gunn at all. As a matter of clearing the land, nothing could be better, but I am not satisfied with the manner of burning off. In consequence of a large summer rainfall of something like nine inches, Mr. Gunn states that difficulty was experienced in the burning off by reason of the sodden character of the wood and larger limbs. As far as the leaves are concerned, a clean

burn has been effected, and the smaller boughs have been burnt clean enough. But the bulk wood in the heap remains. I am of opinion that two men could burn off these heaps in a week or ten days when the weather is drier and more settled. The cost of this, I estimate at £5, and recommend that sum be deducted from the amount held in trust. Mr. Gunn has virtually agreed to this amount. In connexion with this report, I have to draw your attention to two matters of protest herein from Messrs. Sternberg, M.L.C., and Mr. Jacobs." (Signed) G. T. Perrin, C.F.

918. On page 72 does Mr. Perrin state that the work done will be of advantage to Dabscheck?—Yes. He states here—"The work to be done to my satisfaction." He goes on—"I am of opinion that Mr. Gunn will act fair and straight. His falling operations are worth many pounds in Dabscheck's pocket should he get the land."

919. Would you turn to pages 13 and 15 and read Mr. Perrin's final certificate?—On page 15 Mr. Perrin says: "Licences may now issue," meaning licences to Gunn to cut. "Gunn has carried out work on Dabscheck's land to my satisfaction." Then on 24th March, 1899, he says: "I certify I have visited and inspected the clearing of the débris, and that I am satisfied with the same. See my report attached to papers."

920. The practice of the Department is always to allow a grazing area lessee to have sufficient timber on the ground for his own use?—Yes.

921. As a matter of fact that is in the Act itself?—Yes; he is always allowed to use timber for his own use for improvements.

922. Your idea was to excise the tramways?—Yes.

923. It is understood that the tramway lines formed no part of the agricultural allotment?—Yes.

924. The reference to the agricultural allotment is, "The land delineated and coloured yellow," and the black is not included in the licence?—Yes, the words show that.

925. In clause 20 of the licence the word "tramway" was inserted after consulting the Crown Solicitor?—Yes.

926. Those conditions were only to apply to the future?—Yes, that is all.

927. They have no reference to the tram lines already taken out?—No.

928. It is quite usual, when a grazing area lease or licence is surrendered, for the Department to excise roads or tramways before issuing the licence?—Yes.

929. Could you tell the Committee whether it is the practice of the Department to refuse licences if it is thought the lessee is taking the land for the benefit of the timber?—Yes, we have refused land.

930. *By the Hon. J. Sternberg.*—That is if a man is not making a permanent home?—I know one case where it was taken for saw-mill purposes, and we refused a licence.

931. *By the Hon. the Chairman.*—It is intended for a home?—Yes.

932. And that is why you do not issue licences to cut timber?—We consider the land belongs to the licensee.

933. *By Mr. Brown.*—You do not know whether it be legal or not for the licensee to sell the timber, the practice is to give him the timber?—The practice is, if a saw-miller comes on a 42nd and clears timber, the licensee puts that in as an improvement.

934. You do not query that?—No.

935. Mr. Dabscheck states in his declaration that he used his grazing lease *bonâ fide*; would you renew his grazing area lease?—I do not know.

936. All the conditions of the lease before selection are not complied with?—There is nothing as far as we know on the part of the leased.

937. Do the papers show that it was a condition with Mr. Gunn that he would not be compelled to keep gates on the tram line until such time as Dabscheck fenced?—No, the condition of consent does not show that.

938. Would you gather from the papers that that was what Mr. Gunn understood. Is there a letter there to that effect?—There had been letters asking for gates to be put to the land. I see there is a minute here by Mr. Perrin—"Mr. Sternberg, M.L.C., saw the Minister in *re* the erection of gates on both ends of tram line. It was arranged that Mr. Sternberg should inform Mr. Dabscheck that on the fences being re-erected and otherwise placed in repair, that Mr. Gunn would be ordered to place gates on both ends of tram line immediately that was done."

939. Previously the Minister asked Mr. Dabscheck to fence, and he promised to fence?—Yes.

940. Can you tell the Committee whether the Monkey Gully tram line has been surveyed by the Railway Department?—Yes.

941. And proper data and field notes supplied?—I believe so.

942. *By the Hon. H. Williams.*—One of the tram roads has been surveyed by the Railway Department?—Yes.

943. And they claim control over that line still?—The licence is in the name of the Railway Commissioner. In regard to the Monkey Gully tram, the survey was made by Mr. G. Roberts, on 6th December, 1896, for the Department. He is a duly authorized surveyor. The railways supplied our Department with a plan of the survey.

944. The Railway Department still own that line?—Yes.

945. *By Mr. Brown.*—That line is required for working the forest at the back?—Yes.

946. Mr. Perrin desired to have a half-chain road there?—Yes, he desired that there should be half a chain reserved.

947. *By the Hon. the Chairman.*—At whose request was the survey made?—It was outside our Department altogether.

948. It was not at your or Mr. Gunn's requisition?—The plan came from the Railway Department, that is all I know.

949. *By Mr. Brown.*—As a matter of fact, they lent material and made the survey?—Yes.

950. As far as licences are concerned, the survey branch of the Department do not insist particularly about the surveys?—Not under section 99. We often give interim licences without a survey.

951. If it is found that a road can be dispensed with, facilities will be given to a licensee to purchase?—Yes, we often cancel them.

952. In making the narrow tramway lines, that was done in the interests of Mr. Dabscheck?—Yes, altogether.

953. They were confined to narrow limits for the benefit of Mr. Dabscheck?—Yes, wholly so.

Cross-examined by Mr. Woinarski.

954. As to the tramways, you say the Monkey Gully tram is in the possession of the Railway Department?—Yes.

955. How long was it in Gunn's possession?—As far as the licence is concerned, never.

956. How long was the tramway used by Gunn before the Railway Department got possession of it?—I know nothing about it.

957. Do not the papers tell you?—They tell nothing about the use of the tramway.

958. Was a licence issued to Mr. Gunn for the Monkey Gully tram?—As a matter of fact, the licence was sent straight to the Crown Solicitor.

959. Before that, Mr. Gunn had the use of the tramway for a considerable period?—I believe Gunn did build it and used it, for how long I do not know.

960. And had borrowed material from the Railway Department?—Yes.

961. It is not a public tramway?—No, it was practically licensed to Gunn.

962. It was in the interests of Gunn; you say it is Dabscheck's interest to have the tramway?—Perhaps the tram is in Gunn's interests, but where Dabscheck's interest was conserved was by making it fifteen links instead of half-a-chain.

963. It was not allowed to go through Dabscheck's orchard?—No.

964. The other tramways on the ground are private tramways?—We do not regard them as such.

965. *By the Hon. the Chairman.*—What were they put there for?—For access to the back country.

966. *By Mr. Woinarski.*—The ones in the eastern portion?—Yes.

967. In whose interest; who put them down?—Whoever might be working any mill that might be there.

968. Who owns the mill?—Mr. Gunn.

969. Gunn put the tramways there and used them?—Yes.

970. *By the Hon. the Chairman.*—Did he put them there philanthropically for the use of the public?—For his own private use.

971. *By the Hon. H. Williams.*—Had there been no mill there, would there have been any necessity for those tramways?—The necessity would not have been found out.

972. You admit had there been no mill there, those tramways would not have been necessary?—As far as we knew, but now we know that is the only access, and the trams will be retained.

973. *By the Hon. the Chairman.*—Those trams were put down by Gunn for his own behoof entirely?—Yes.

974. *By Mr. Woinarski.*—Do you know whether Mr. Gunn had removed them?—I have just heard in the Committee room that they have been removed.

975. Do you know that Mr. Gunn removed his timber outside that tramway altogether, that he brings it round at the western side?—Yes, I believe he does.

976. Then Mr. Gunn can and does get his timber from the back timber reserve without the use of the tram?—Until I heard that the tram was removed, I was under the impression that Mr. Gunn was removing the timber by the tramway.

977. You know now that he is removing it without them?—He may have done so.

978. Your connexion with the Lands Department is a very long one; have you ever known licences to be issued to selectors with such vague reservations in the licence?—Yes.

979. Is it not usual in the licence itself to have language referring to reservation?—No, not necessarily; it is very seldom done.

980. There is absolutely no connexion in the language of this licence with the picture which appears on the face of the licence?—Yes, you will find it there.

981. The tramway reservations are in no way referred to?—No.

982. There is nothing, so far as the Department is concerned, to indicate to the selector where the tramways are to go?—No.

983. There is no survey made of the reservation?—No.

984. There is nothing to indicate the direction of them?—No, except from the scale.

985. Then the saw-miller would place his tramways where he thinks those reservations are?—Yes, as approximately as possible.

986. Do you know whether any of those trams were laid down before the licence issued?—I showed that one was before the survey was made, and before the licence was issued I believe the tramway had been finished with.

987. When a grazing lease issues to a selector under the 32nd section, your Department properly includes a covenant that the lessee shall not cut timber except for domestic use, improvements, and building?—Yes.

988. Is there ever any such clause inserted in the licence?—No.

989. Is not a licensee under section 42 regarded as entitled to timber?—Yes.

990. Did you not report to your Department, when Gunn applied for a timber licence, that if Dabscheck's licence was granted, they could not give a licence to Gunn?—Yes.

991. That was in accordance with the practice of the Department?—Yes.

992. And, notwithstanding that, the licence was given to Gunn?—Yes, in order that Dabscheck might get his licence six months prior.

993. What do you mean by his getting it six months earlier?—He would not have got the licence until after Gunn had done cutting.

994. You mean your Department would have helped Gunn to cut the timber before they granted the licence to Dabscheck?—Yes.

995. You would have held up Dabscheck's application for a licence until Gunn had the timber?—Yes.

996. If there had been no mining objections at all, and only Dabscheck's application, would not the thing have gone through?—Yes; he would have got his licence.

997. And Gunn would never have heard of?—No.

998. Did you tell Dabscheck, before he signed the licence, that he was not out of the fire yet, and he had better take that?—I do not remember before whom he signed it; did he sign it before me?

999. Did he see you before he signed it, and did you tell him he had better sign that, as he was not out of the fire yet?—I have no recollection. All I know is, I went to a good deal of trouble to get the matter put through.

1000. Did he ask you what you meant by being out of the fire, and did you say—"You have been to a lot of trouble"; do you remember that?—No.

The witness withdrew.

James Blackburn called, and examined by Mr. Brown.

1001. You are Inspector of Forests in the Forest Department?—Yes.

1002. You have had many years' experience in that Department?—Yes, 25 years.

1003. *By the Hon. the Chairman.*—Acting in the late Mr. Perrin's place?—Yes.

1004. *By Mr. Brown.*—Did you make a special inspection of this land of Mr. Dabscheck's?—Yes, on the 19th of this month.

1005. Did you see any improvements on it?—Yes, consisting of a house, a small orchard, and fencing in places.

1006. How many acres were there in the orchard?—I think about two or three acres.

1007. Is that land fit for agricultural purposes?—No.

1008. Would you consider it fair land for grazing purposes?—No.

1009. Would you tell the Committee what you think of the land?—The land is of very inferior quality, with the exception of a very small portion surrounding the residence and orchard. The remainder of the land is, in my opinion, utterly worthless for any purpose. It is steep, rangy, worthless country.

1010. Could you tell the Committee what you think it is worth, the whole block as a freehold. What would you give for it. You heard Mr. Gunn say he would not give £100 for it?—I would not like to give that sum for it. I do not think the whole property would fetch £120 to-morrow.

1011. You think it is a misfortune to Mr. Dabscheck to be on it?—Yes.

1012. You think it would be better for him to give it up?—Yes, as far as making a living on it goes.

1013. Would you think the cutting the timber on it did any harm to it?—No.

1014. Would it be an advantage to it?—The land is of such small value that it would be difficult to say as to that, the land is so utterly valueless.

1015. *By the Hon. the Chairman.*—Do you mean the whole of it is utterly valueless?—Near the orchard there may be 15 or 20 acres, close to the residence, that is better. It consists of a spur falling into a gully, and the gully is better land than the range.

1016. *By Mr. Brown.*—The land is so worthless that it matters little or nothing whether the tops of the trees felled were removed or not?—As far as the value of the land is concerned, certainly not.

1017. You saw so many trees felled, you made an inspection?—I saw where trees had been cut down in many places over the block.

1018. Were the tops stacked and burnt?—In places they had been stacked and burnt, perhaps by a bush fire; where they were not burnt the trees were stacked under such conditions as if the proper conditions had been complied with.

1019. Was the work done by Mr. Gunn in clearing the tops of the trees as well done as any work you have ever seen of the kind?—Far better than the usual way of stacking and clearing.

1020. Then you consider that Mr. Perrin was particularly severe in regard to this cutting licence?—He was always a severe man, and certainly the work carried out under Mr. Perrin's supervision was well done by Mr. Gunn.

1021. *By the Hon. J. Sternberg.*—Have you had any experience in clearing land, and complying with the conditions of the Act?—Yes.

1022. I mean clearing land under the conditions of the licence?—Over sleeper-hewing operations, where they are supposed to clear up the tops.

1023. That is all on Crown lands?—Yes.

1024. Not on selections?—Under the 32nd section.

1025. What was your position before your present position, was it that of a rabbit inspector?—No, it was not. I have done various kinds of work in the country.

1026. Have you had experience in clearing land in the terms of the licence?—The terms are when a tree is felled, the top is supposed to be cleared away so as not to encumber the land, but in many cases that has been a dead letter, as you have been told.

1027. According to the way the Department recognise it now, not according to the licence?—No.

1028. *By Mr. Brown.*—It was not a dead letter in this case?—No.

1029. Following upon the last question, there is a condition in the licence which says:—"When 20 trees have been felled, all débris therefrom shall be cleared up to the satisfaction of the officer in charge." Was that done in this case?—Yes, but in other cases it has not been complied with because it has not been enforced, but I took this to be a special agreement as between Mr. Gunn and the Department under the supervision of Mr. Perrin, and in my opinion it was carried out faithfully.

1030.—What has been the practice in the Department in regard to clearing tops of trees?—The practice for many years was to let that clause remain a dead letter; then when we started sleeper-hewing on Crown lands, State forests, and 32nd section blocks, the practice was to cut the tops and branches, put them together, and burn the leaves, but in the present case there appears to have been a kind of special agreement, or there were special conditions to be observed, which were carried out under the supervision of the late conservator.

1031. *By the Hon. the Chairman.*—With respect to Crown lands, do the very words occur that Mr. Brown has quoted with regard to encumbrance; do they apply in regard to Crown lands?—Yes, to all Crown lands, all timber areas, those words apply.

1032. *By Mr. Brown.*—Are you aware that there was a special condition as regards grazing area leases?—Yes.

1033. A condition which read—"Where twenty trees have been felled, all débris therefrom shall be cleared up to the satisfaction of the officer in charge?"—Yes.

1034. The officer in charge was generally the Crown lands bailiff?—Yes.

1035. In this case it was the late Conservator of Forests?—Yes.
1036. When inspecting the land in question, did you notice the character of the fences?—It appeared to me to be fenced in places; in some places there were posts and wire; in other places, posts and no wire; and in other places, no fences.
1037. Was it even a wire fence at first?—Yes.
1038. Did you notice whether the wire was worn out?—Yes, in places.
1039. During the course of your inspection, did you see where any trees were felled across the fences?—No.
1040. From your experience, would you say that the trams on Mr. Dabscheck's land were calculated to do him any harm?—Not the slightest.
1041. Would they save his land from being torn up by the dragging of logs?—Yes.
1042. Was the land hard or soft?—Very hard.
1043. As a matter of fact, was there any damage done by dragging the logs over the land?—No, not in my opinion.
1044. There were no deep ruts formed?—No.
1045. You heard counsel for the other side ask whether they could be ploughed in or not?—No, you could not plough them in, because there was nothing to plough in, and it would be impossible to plough the ground.
1046. *By the Hon. the Chairman.*—The land is gritty and gravelly?—Very hard and rocky in places.
1047. *By Mr. Brown.*—You would say the soil is almost useless?—Yes.
1048. The only asset on the place is the timber?—Yes.
1049. Is there plenty of timber there for domestic and building purposes?—Yes; other than saw-mill timber.
1050. *By the Hon. the Chairman.*—The best of the timber has been removed, has it not?—Of the saw-mill timber, the best has been removed.
1051. *By Mr. Brown.*—You heard it stated that considerable harm was done to Mr. Dabscheck's fence along which the tramway line ran; is that a fact from your observation?—I take it you mean the fence running along the orchard?
1052. Yes?—No; the fence has not been damaged by the tramway.
1053. You saw the tram running round by the south-west?—Yes.
1054. What has it been used for?—Bringing in logs to the saw-mill.
1055. That tram was not serving the same country as the Monkey Gully tram?—No; there was a spur between them.
1056. It would be impossible to take a tramway over that spur?—Yes.
1057. May I ask whether you think Mr. Dabscheck has got any reason whatever to complain about the cutting of the timber or the placing of the tramways on his property, and has there, in your opinion, been any damage done from that source?—In my opinion, not.
1058. You think if the land was good the work done by Gunn would be an advantage?—Yes.

Cross-examined by Mr. Wionarshi.

1059. I understand your opinion is that Mr. Dabscheck's complaints are all moonshine?—Yes.
1060. All imagination?—Yes.
1061. And you say that on one inspection of the property?—Yes.
1062. How long were you there?—About two hours.
1063. Can you swear that?—About two hours.
1064. Were you there one hour?—Yes; more.
1065. On the ground?—Yes.
1066. Do you wish the Committee to understand you went all over the land?—I went over it enough to satisfy myself.
1067. May I ask you what is the condition which a timber licensee enters into as to the destruction of débris, is it timber tops only, or débris generally?—I tried to explain myself when I said that the condition has been a dead letter.
1068. I do not care whether a dead letter or not, do you know it?—Yes, the portion of the tree not required by so and so is to be destroyed. I take that to be what he finds under the licence.
1069. You spoke of the tops of the trees to be destroyed; is not the bulk of the timber lying on the ground there yet?—Not the bulk. Where his tram is laid it had been so carefully stacked by Mr. Gunn that I wondered why he went to the trouble. The logs were laid together as if for a kiln.
1070. Who told you that Gunn did that; did you speak to Mr. Gunn about it?—No.
1071. Did you see Mr. Gunn on the 19th?—Yes.
1072. Did you have a conversation with him?—Yes, but very small.
1073. Before you went to Mr. Dabscheck's place?—Yes, we saw Mr. Gunn.
1074. What is your experience in the Department?—I have been 25 years connected with it.
1075. You say that clause is a dead letter?—Yes.
1076. And you always considered it as such?—Yes.
1077. Have you ever known a timber licence granted, where the licensee of the land is in possession, under the 42nd section?—Yes.
1078. Have you ever, as a land officer, had to consider whether the condition of the timber licence has been fulfilled in such a case?—No, only in this particular case.
1079. Would you consider that exceptional protection should be given to a licensee under section 42?—Yes.
1080. In the way of clearing up?—Yes.
1081. Did you examine all the fences?—No, I did not.
1082. You say there were posts and wire?—I rode through three of them without getting off my horse; there were gaps in the wire.
1083. You do not know who took it away?—No.
1084. Would you be surprised to hear it was Mr. Gunn?—Yes, I certainly would be.

1085. Why?—Because I do not think he would descend to petty larceny. There was no wire for some chains.
1086. Did you find places where the wire, through being cut, was lying on the ground?—In one place that was the condition, but I rode through another place where apparently there had been no wire.
1087. You say there were no trees across the fences?—I did not see them.
1088. Would you contradict witnesses who said there were?—No.
1089. Did you notice the orchard fence?—What particular portion.
1090. Any portion of it?—I rode round the orchard.
1091. Would you say there is no earth or clay thrown round the fence pressing down on it and destroying it?—You understand it is on a siding, and the greater part of the dirt, evidently to avoid being thrown on the fence, is thrown up hill.
1092. And you say none of it is on the fence?—I did not see any.
1093. Did you examine it to see?—Yes. Logs had been placed along to prevent the dirt going near or touching the fence. The fence certainly had a lean, but it was an old dilapidated fence.
1094. If the earth and logs had been thrown against it, it would have, of course?—The logs had been placed between the tramway and the fence to prevent the dirt going against it.
1095. You say there is no dirt against it?—No.
1096. *By the Hon. the Chairman.*—You only inspected the land on the 19th of this month, never before?—Never before.
1097. In your opinion, as an expert, the land is not fit for agriculture or grazing?—No.
1098. Would it not grow grass?—No.
1099. When you said you thought it would not be worth £120 to-morrow, did you mean the land only?—I mean the whole. You will understand that a man will often put improvements on land that if the land is sold, he will not get the value of back. The improvements are put in the wrong place. I do not say that Mr. Dabscheck has not spent more than the sum I name, but I feel sure if the place were put in the market to-morrow, it would not fetch what I say.
1100. If you were told he had spent £700, and worked on the place for several years, what would you say?—I would not believe it.
1101. You saw the house, what did it cost to put up?—I would not like to express an opinion, but perhaps £40 or £50. It was not a house that looked as if it cost a lot of money to build. It might have cost £40 or £50 to build, but not worth it.
1102. What was the value of the fencing?—You could not well form an opinion, as it was just isolated patches.
1103. Do you estimate the value of the property at £120 because you think the whole thing is a losing concern, or do you think, if the soil were good, the improvements would be worth much more?—If the land was of fair quality, and the improvements put on it were worth a fair price, but, being utterly worthless—
1104. You said you thought Mr. Gunn's work was rather an improvement to Mr. Dabscheck?—Than a detriment.
1105. Why?—Because some of the timber was taken away.
1106. I understand you to say the best of the millable timber was taken away, and that was the only asset?—There was plenty left for ordinary use.
1107. If it is the only asset, has not the best been removed?—I take it a tree standing, for saw-milling, would be worth 1s. or 1s. 6d.; it is the labour converting it into a marketable commodity that makes it valuable.
1108. It would be valuable in years to come?—Some would go back, and deteriorate in value.
1109. You went there on the 19th of this month; do you not think the rain, the weather, might have filled in a lot of ruts?—No; I think the ground would be too hard and too poor to make an impression on by dragging logs over it.
1110. We have had evidence that dragging the logs through has ploughed up the land?—The only thing I can say is I did not see it, and I went over the greater part of the land.
1111. Have you seen this petition?—I have not.
1112. There is a clause, No. 11, in this petition, and the last paragraph of it begins: "The then Conservator of Forests, after visiting the place, expressed his dissatisfaction at the manner in which——." Who was the Conservator of Forests then?—Mr. Perrin.
1113. Then that would refer to Mr. Perrin?—Yes.
1114. Do you think that gentleman was competent to make such a report?—Yes.
1115. What would you think of his report, recommending that his deposits of £20 and £25 should be forfeited?—Mr. Perrin, I know, paid several visits to the ground, and it is possible that, after writing that, subsequent visits may have led him to alter his decision. You will notice that at the last he was perfectly satisfied with Gunn's operations.
1116. Was Mr. Perrin a man who would write that report, and then alter his views?—I would hardly like to speak of a man who is dead; but no doubt he was rather impulsive.
1117. If you went down now and made a report on the piece of ground, and reported that the Crown lands bailiff had not dealt fairly with the petitioner's complaint, and recommended that the deposits be forfeited, would you not expect your recommendations would be carried out by the Lands Department?—Yes, if I made a report of that nature.
1118. *By the Hon. H. Williams.*—From your evidence in chief I gather that this selection consists of a hill, that there were tramways round its base, that the whole of the hill is unfit for agriculture or grazing; it has not been damaged by the removal of the timber, and leaving the tree-tops has not deteriorated the agricultural or grazing capacity of that land?—That is my opinion.
1119. And the work done by Mr. Gunn is better than other work of the same description supervised by the Department?—Yes.
1120. *By the Hon. J. Sternberg.*—What was your position in the Department prior to acting as Conservator?—I am not appointed Acting Conservator, but I am doing the work, pending the appointment I was second under Mr. Perrin in the Forests Department.
1121. What about Mr. Croke, is there not such a gentleman in the Department?—He does the clerical work.

1122. You have considerable knowledge as to the administration of your Department, and you know the regulation under which all timber is to be destroyed?—Yes.

1123. You say in your evidence in chief to-day that this clause was often a dead letter. I wish you to be careful in giving an answer, because it may have a material bearing on the issue. Are you not aware of this fact, that the Lands Department have insisted on this particular clause being carried out in connexion with other holdings?—I do not remember anything of the kind that happened in connexion with a 42nd section holding, but I know it has been carried out in 32nd or grazing areas, because we did it in connexion with sleeper hewing.

1124. You know the Department have, in instances, insisted on the débris being cleared away?—Yes, and deposits made to cover the damage, and if it was done to the satisfaction of the inspecting officer they were returned.

1125. What knowledge have you as a valuer of land?—Considering that I have travelled more than any gentleman present, all over Victoria, I think I should have a good knowledge of good and bad land.

1126. If we have sworn testimony to the effect that this is medium land, and that Mr. Dabscheck had three acres cleared and English grass growing thereon, what is your answer?—My answer is, that there is a little cleared, and grass growing, because a little bit of land is better than the rest; it is the only fair bit of land on it.

1127. That is outside the orchard?—Yes. There is a gully that runs up above the orchard, and that is fair land, but of limited extent.

1128. How many acres are in the orchard, do you say?—I should think about two or three acres, but I may under-estimate or over-estimate it. I did not measure the orchard.

1129. You know the valley where the particular grass I speak of is?—Yes.

1130. By the construction of the tramway down that gully, did it not, in your opinion, prevent the present petitioner growing any more grass on that land, or in any way cultivating it?—The only thing he would lose would be the small portion of country taken up by the tramway.

1131. I have a note here from the evidence of one witness, that he grew potatoes on the land; how would the tramway affect him in that respect?—It only took a small portion, about as wide as this table.

1132. Could he grow grasses on the land when the tramway was in the centre?—I do not think it was; I think it was on the left-hand side, not in the centre of it.

1133. Was the tramway fenced?—No.

1134. Did you see any gates up where the fences were broken?—No. There was one rail across the tramway, and we had to remove it going through with our horses.

1135. How do you explain this; you say the land is of poor quality, the only asset is the trees, and the trees, by being removed, have cleared the land?—The only asset.

1136. Yes?—I would like to read what I did say on that matter. What I meant to convey to the Committee was, the only thing the land was fit for was the growth of timber.

1137. Perhaps I did not understand your meaning when you said the trees were a valuable asset on the land?—I do not know whether I did say that.

1138. *By the Hon. T. Comrie.*—It is admitted that trees are a valuable asset on poor country?—Yes.

1139. I think you said it would be an advantage to Mr. Dabscheck for the saw-miller to clear away the trees?—He would help him by taking away some of the timber.

1140. We have had evidence that it was a disadvantage, as it was better to ring the trees and prevent undergrowth?—In this particular case, I think the great growth complained of has been caused by bush fires, as there has been a very dense growth of scrub since.

1141. You think the condition has been complied with of every 20 trees having the débris cleared away?—It was done to the satisfaction of the inspecting officer, who in this case was the conservator. I know he was a very hard man, and would stick to the letter, and if he did that it must have been done well.

1142. Do you think there were 900 trees cut down on the agricultural allotment?—No, not on the whole.

1143. You think the débris has been cleared away, as an officer of the Department you think it has been done particularly well?—Yes.

1144. If there be sworn evidence to the contrary you would contradict it?—Yes.

1145. *By the Hon. the Chairman.*—You said you could not say whether it was an advantage to have the timber removed as the land was so poor?—I meant the land was of so little value per acre that the removal of a few trees to the acre would make very little difference to the value.

1146. *By the Hon. J. Y. McDonald.*—Is it a desirable thing to have the fallen trees on the ground, that is to say the branches and leaves and all the top stuff that was not carted away for saw-milling?—No, a disadvantage; but, as I have told you, all the big boughs were cut off and stacked up ready for the fire.

1147. The great complaint that Mr. Dabscheck makes is that his land has been destroyed by a number of trees being felled, and only the bulk taken to the mills and the tops left?—Yes, I understand that.

1148. You think it would be no advantage to the land to have the branches left there?—No, I consider the branches should have been cleared up, and that they have been cleared up.

1149. *By Mr. Woinarski.*—If this timber had been rung instead of being cut, could not Mr. Dabscheck have used the land for grazing purposes?—I hardly think so.

1150. You would not deny that he could?—There is such a dense undergrowth that I do not think grass would grow.

1151. *By the Hon. T. Comrie.*—Is it not usual on freehold land to ring the timber, that the grass may grow in what is called poor country, and does not it, from your personal knowledge, improve the country?—Yes, but not country of this description.

1152. *By Mr. Brown.*—Would you not consider that if timber were allowed to be ring-barked, a valuable State asset would be wasted?—Yes, certainly.

1153. And that the Railway Department would be deprived of freight?—Yes, and men deprived of employment.

1154. Mr. Gunn must have spent some hundreds of pounds in working up that timber into a commercial commodity?—Yes.

The witness withdrew.

Oswald Weppner called, examined by Mr. Brown.

1155. *By the Hon. the Chairman.*—What are you?—Police constable and Crown lands bailiff Neerim South.

1156. *By Mr. Brown.*—Have you been over Dabscheck's ground?—Yes.

1157. You profess to know something about land?—Yes; I have a fair experience, I think.

1158. In various parts of the colony?—Yes.

1159. You have heard the evidence given about the value of the land in question?—Yes.

1160. What is your opinion as to it?—I should say that the land is absolutely valueless for agriculture or grazing.

1161. What is the nature of the scrub; is it from messmate trees?—No, the majority of it is a sort of Chinese scrub, hardly ti-tree.

1162. Is it known as hop?—Yes.

1163. *By the Hon. the Chairman.*—Is it called Chinese scrub because it is ti-tree?—No, it is not ti-tree.

1164. *By Mr. Brown.*—Is it cotton wood?—There is cotton wood on it.

1165. Is it the poorest land in the district?—Some of it. This is one block taken out. Of the surrounding country, the rest is unselected. One block adjoining was selected, and it was thrown up; it was brought under my notice to value the improvements.

1166. As far as you know, it is included in the State forests?—It is, quite recently. The block has been forfeited, as the occupant stated it was too poor to live on.

1167. *By the Hon. the Chairman.*—Is there a creek frontage to it?—It runs north to the back.

1168. Is it similar land to this?—Yes.

1169. *By Mr. Brown.*—Do you think Mr. Dabscheck would have great difficulty in making a living off his land?—I should think it impossible by either grazing or agriculture. The scrub has not been cut; it is in its natural state.

1170. Is there any native grass there?—Native grass does not grow in the scrub.

1171. *By the Hon. J. Y. McDonald.*—Is there any spear grass on it?—A little; it is only good for winter food.

1172. *By Mr. Brown.*—You have heard about clearing up the débris?—Personally, I have never yet known where débris has been cleared up after splitters; never at any time.

1173. *By the Hon. the Chairman.*—“Splitters”?—Where timber has been felled on Crown land.

1174. *By Mr. Brown.*—Did you see where the ground ploughed up by the haulage of logs?—No; I saw where the logs had been hauled by the scrub not growing over the tracks again. That was the only evidence that I could see. I did not go over the whole block.

1175. When you saw the tracks of the logs did you consider any harm had been done?—Not from what I saw.

1176. Have you any idea of the value of the improvements?—I could not say definitely. I did not see the whole of the fencing. It would be hard to put a value on. The fencing would stop abruptly. One fence had only two loose wires on it. The portion where I entered through there was a gap not fastened up.

1177. *By the Hon. J. Sternberg.*—How did you come to go to the land?—I went with Mr. Blackburn. I received a telegram from the Lands Department asking me to be in readiness to accompany Mr. Blackburn.

1178. *By the Hon. T. Comrie.*—Do you say the posts were bored for the wire?—To the best of my belief they were.

1179. It was not useless?—In its then state, because there was a post without any wire, and where there was wire there were only two wires; I would say it was useless.

1180. *By Mr. Brown.*—Was it of decent quality at all?—I could not say it was of decent quality, because I did not examine it. I saw there were two loose wires.

1181. What sort of posts were there in the ground?—I think messmate posts, split posts.

1182. Suitable for a decent fence?—They were rather small.

1183. You have heard a good deal said about the auriferous nature of the land?—Yes.

1184. Did you see a miner on the ground?—Yes.

1185. Was he making a living there?—He said he had been there for a considerable time, and he said he made a living off it.

1186. That was at Monkey Gully?—Yes.

1187. Is he still there?—He is there to-day.

1188. As a Crown lands bailiff, you have had considerable experience of saw-millers and splitters cutting on Crown lands?—Yes, particularly splitters.

1189. Is it your opinion, from your experience, that it would have been better for Mr. Dabscheck not to have gone there on that wretched piece of land?—He could not make a living on it.

1190. *By the Hon. J. Y. McDonald.*—Did I understand you to say that that miner was working there on the 19th of the present month?—Yes, in Monkey Gully. He had done a lot of work there.

1191. *By the Hon. J. Sternberg.*—Did you see the débris on the land?—Yes, in places.

1192. From your knowledge and your considerable experience of the various conditions in other portions of the colony, was the débris cleared up in anything like a superior manner?—I should certainly say it was cleared up fairly well; but I must state I have never seen it cleared up anywhere else. If the land was good, it would deteriorate the value of the land.

1193. I am asking about the débris being cleared up; has it been cleared up?—Not all.

1194. It is in a bad state?—There is débris.

1195. Has it been cleared up. Is there a lot of débris on the ground or is it in a fair way of being cleared up?—The portions I went over are in a fair state.

1196. Is there a lot of débris on the ground, yes or no?—Yes, there is.

1197. I want to ask you this question: how is it you made the statement just now that there was none; you said it was nearly all cleared up?—I do not think I said there was none. What I say is it is fairly cleared up.

1198. I asked you the question—"Was there none or was there a lot," and your answer is—"There is a lot of débris on the ground." I will ask you the next question. In the Monkey Gully we have it in sworn evidence that there were certain English grasses prior to the construction of the tramway: in your opinion by the construction of that tramway has it in any way interfered with Dabscheck growing grasses and potatoes and other products?—I should say not.

1199. You think by the construction of the tramway along this particular route it has done him good?—Personally, I would not say it had done him good or harm.

1200. What is your opinion?—The only thing is it may have done a little harm in the gully covering up a portion of the land. On the adjoining portion there is nothing growing.

1201. That is the best portion of the land?—Yes.

Cross-examined by Mr. Woinarski.

1202. You went down with Mr. Blackburn on the 19th of this month?—Yes.

1203. Were you over the ground before?—I passed it.

1204. You were asked to make an inspection?—I received no particular instructions.

1205. Did you see Gunn before you visited the place?—Yes.

1206. Did you speak to him?—No.

1207. Did Mr. Blackburn speak to him?—Yes.

1208. How long were you on the ground?—Between one and two hours.

1209. Did you go over the whole of it?—No.

1210. Your duties are principally those of a mounted constable?—No; the Crown lands bailiff. Most of my time is employed on the latter work.

1211. How long have you been there?—Since April of this year.

1212. Where you saw the man mining, was it not towards the back of Dabscheck's property?—Towards the back, in Monkey Gully.

1213. Did you see the land on which the log tram rests, on the eastern side of the selection?—Yes.

1214. Was that the best portion of the land?—I should not think so.

1215. Did you examine it?—I crossed it.

1216. Would you say the scrub was a sort of a short China scrub?—Yes, what is called China scrub.

1217. Did you make any estimate that this scrub was replacing previous scrub cut down by the selector?—I could see no traces of any scrub having been cut down, except near the house, some 20 or 30 acres.

1218. You could not say whether there were any traces of the scrub being cut down where the tram way was?—I did not see it.

1219. *By Mr. Brown.*—When you speak of the débris you include the balance of the trunk left by the saw-miller?—Yes, everything.

1220. You never knew the Department to insist on the timber being cleared up?—No.

1221. If you had the land yourself, would you think it a disadvantage if a saw-miller went in and cleared away the trees?—No, not for cultivation.

1222. *By the Hon. T. Comrie.*—Do you say you were there on the 19th of this month?—Yes.

1223. Was Mr. Blackburn with you?—Yes, on Tuesday week last.

1224. *By the Hon. the Chairman.*—What is the depth of the cuttings or ruttings of the tracks?—I saw none; the jinkers had destroyed the undergrowth, and that had not grown up again.

1225. Was there any sign of heavy logs having been dragged across the land?—I did not see any I only go by the tracks in the scrub, where it had not grown again.

1226. What height is the scrub?—About 4 feet.

1227. Is it thick?—Yes; fairly thick.

1228. Over the whole block?—Generally.

1229. Would there be open patches between those bits of scrub?—Usually it is one mass of scrub.

1230. Over all the land?—Yes.

1231. Does it grow on the poor land?—Yes, on the poorest of land, poor stony barren land. It is to be found all over Gippsland in places.

1232. Did you see any broken down fences?—Not any broken down fences, only fences where there was no wire.

1233. Did you see any fruit trees?—Yes.

1234. Were there many of them?—I could not say definitely, there may have been 100.

1235. Planted in proper rows, in an orchard-like manner?—Yes.

1236. Were they growing fairly well?—Yes; I should say the ground was better for fruit than anything else.

1237. Would you say where the scrub was would be suitable for fruit trees?—It is possible.

1238. Is fruit a profitable crop down that way?—I think not.

1239. It is not grown down there?—Not largely.

1240. Is it too far from the railway?—No, it is pretty close.

1241. What is the reason that it is not grown then?—I do not know. I know it was exceptionally cheap last season.

1242. If Dabscheck intended to grow fruit all over the selection, what would you say about it?—It might suit him to grow fruit better than anything else.

1243. Does the high land grow good fruit trees?—No; it is too dry in the summer.

1244. Were you the Crown lands bailiff who made a report to the Department that no damage was done to this land?—No.

1245. Who did make it?—My predecessor, Constable Fisk.

1246. When you spoke of an allotment being thrown up, was it owned by a man named Burghardt?—Yes, that is the name.

1247. How long was Burghardt there?—Never since I have been there.

1248. Did you see him yourself?—No; he abandoned the claim some considerable time ago.

1249. Were there any improvements on his land?—A bit of a hut, and a small vineyard and a few fruit trees.

1250. Were the fruit trees and the vines growing properly?—They are abandoned too. He stated to the Lands Department that he could not possibly make a living off it.
1251. Who is on the other side of Dabscheck; I see it on the plan the name P. J. Devine?—To the best of my knowledge it is open country.
1252. What is Schefferdecker; what is he doing?—He describes himself as a cattle dealer.
1253. Does he grow cattle on that land?—No, he has land elsewhere.
1254. Does he live on this land?—No.
1255. Is it fenced?—No.
1256. Is it cultivated?—No, there is a little improvement.
1257. There is another fellow across the creek or river—Sam Leeson?—I do not know him.
1258. *By the Hon. J. Sternberg.*—Do you know that that land is fenced?—It is not fenced, there is none of the ground there fenced.
1259. *By the Hon. the Chairman.*—Gunn's saw-mill block, 300 acres, is that good soil?—No, it is very inferior soil; there is no good land in that district.
1260. I see the name "Blue"; what does that mean; does that refer to bluegum timber?—I could not say.
1261. Do you say this land of Dabscheck's is covered with ferns as well as scrub?—No, I did not say anything about ferns.
1262. *By the Hon. J. Sternberg.*—Did you notice any ferns there?—I did not see any.
1263. *By the Hon. the Chairman.*—I see there is a village settlement there; is that very far from Dabscheck's?—There are several settlements, but there is no one on them. It has been abandoned. The land has been taken up originally and has been abandoned.
1264. Is that a Government village settlement? Yes.
1265. Was it taken up because the land was good?—It was originally taken up, but it has been abandoned.
1266. Do you know the spot, the village settlement just across the creek?—Yes.
1267. What is the name of that creek?—Red Hill Creek.
1268. Is the land at the village settlement good?—No. There are some old-age pensioners on one settlement; they are lower down than Gunn's mill. On the Red Hill Creek, on the other block, there are no settlers.
1269. Did not the Government select that because it it was rich soil?—No; it is very poor.
1270. Is that why they selected it?—I could not say; they do very funny things sometimes.
1271. Who did that—the Lands Department?—I do not think it was the Lands Department; it was done by the Government.
1272. *By Mr. Brown.*—With regard to Burghardt's land, you say it has been given up?—Yes.
1273. The only valuable asset on the land has been destroyed?—It has been sap-rung.
1274. Did you sell any coral fern on Dabscheck's land?—I do not know what you call coral fern.
1275. *By the Hon. T. Comrie.*—You said there was no one living on the village settlement, and then you said there were some old-age pensioners there?—There is no one on the one opposite Dabscheck's; on the one lower down the creek there are some old-age pensioners, but there is no one making a living on it.
1276. *By the Hon. J. Sternberg.*—How long have you been up there?—Since the middle of April last.
1277. Coming from the Goulburn Valley, where the land is good, in forming your opinion as to the respective values of the land, you are somewhat prejudiced in your opinion, perhaps?—No; I have seen poor country between Heathcote and Seymour. After going to Neerim South there was a lot of Crown lands work on hand, and I saw the whole of South Gippsland pretty well.
1278. You have been in the district some time; is the settlement progressing or going back?—It is a failure. I speak of the village settlements. There was a village settlement there, and out of all of them there were only two left.
1279. You say the settlement is not going on?—The village settlement at the Crossover, and about Dabscheck's, is not.
1280. That is owing to the poorness of the land?—Yes.

The witness withdrew.

Mr. Brown was heard to address the Committee.

Mr. Woinarski was heard to address the Committee.

Adjourned.

1901.
—
VICTORIA.

SECOND REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

CASE OF ABRAHAM DABSCHECK AND THE
LANDS AND FOREST DEPARTMENT.

Ordered by the Legislative Council to be printed, 20th December, 1901.

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES OF THE PROCEEDINGS OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 23RD OCTOBER, 1901.

15. CASE OF A. DABSHECK.—The Honorable J. Sternberg moved, That a Select Committee be appointed to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, relative to allotment 157, section 42, parish of Neerim, such Committee to consist of the Honorables T. Comrie, J. Y. McDonald, W. Pearson, A. O. Sachse, H. Williams, and the Mover, with power to send for persons, papers, and records, and to move from place to place, three to be the quorum ; and that the Committee be empowered to hear counsel, to such extent as they shall think fit, on behalf of the parties interested in the case.

Question—put and resolved in the affirmative.

TUESDAY, 17TH DECEMBER, 1901.

8. CASE OF A. DABSHECK.—The Honorable A. O. Sachse brought up the Report from the Select Committee on the case of Abraham Dabscheck and the Lands and Forest Department.
Ordered to lie on the Table, and, together with the Proceedings of the Committee and Minutes of Evidence, to be printed and taken into consideration to-morrow.
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WEDNESDAY, 18TH DECEMBER, 1901.

8. CASE OF A. DABSHECK.—The Order of the Day for the consideration of the Report of the Select Committee upon the case of A. Dabscheck having been read—the Honorable A. O. Sachse moved, That the Report be adopted.
The Honorable A. Wynne moved, That the debate be now adjourned.
Debate ensued.
Question—That the debate be now adjourned—put and resolved in the affirmative.
Ordered—That the debate be adjourned until to-morrow.
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THURSDAY, 19TH DECEMBER, 1901.

21. CASE OF A. DABSHECK.—The Order of the Day for the resumption of the debate on the question, That the Report from the Select Committee on the case of A. Dabscheck be adopted, having been read—
The Honorable A. Wynne moved, as an amendment, That the Report be referred back to the Committee.
Question—That the Report be referred back to the Committee—put and resolved in the affirmative.

SECOND REPORT.

THE SELECT COMMITTEE appointed by your Honorable House on the 23rd October, 1901, to inquire into and report upon the case of the Lands and Forest Department and A. Dabscheck, have the honour to report to your Honorable House as follows:—

Your Committee have held many meetings, and taken a considerable amount of evidence, and also heard addresses of Mr. Woinarski, as counsel for the petitioner, and Mr. A. G. Brown, as counsel for the Lands Department. Your Committee have also personally inspected the selection of Mr. Abraham Dabscheck, which forms the subject of complaint in the petition to your Honorable House.

Your Committee were much impressed with the exceedingly lucid address from Mr. Brown, an officer of the Lands Department, whose able exposition of the Land Act was of considerable assistance to your Committee in its deliberations.

Your Committee are unanimously of opinion that the action of the Lands Department, in compulsorily inserting special clauses in Mr. Abraham Dabscheck's licence was illegal, and not in accordance with the usual practice of that Department, and that Mr. Abraham Dabscheck did suffer loss and considerable hardship in consequence.

Your Committee recommend—

1. That an agricultural lease, without special reservations, should be granted to Mr. Abraham Dabscheck, on the most favorable terms the statutes and the regulations of the Department permit.
2. That Mr. Abraham Dabscheck be granted compensation for the purpose of removing tramways, repairing fences, and burning off the débris in the Ti Tree and Monkey Gullies, and for other damage to the property.

20th December, 1901.

VICTORIA.



MINUTES
OF THE
PROCEEDINGS
OF THE
LEGISLATIVE
COUNCIL.

SESSION

1901

COUNCIL CHAMBER