



Government Gazette

EXTRAORDINARY
OF
WESTERN AUSTRALIA.

[Published by Authority.]

No. 38.]

PERTH: FRIDAY, AUGUST 10.

[1888.]

No. 3550.—C.S.O.

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Colonial Secretary's Office,
Perth, 8th August, 1888.

WITH reference to the correspondence published in the *Government Gazette* of the 19th of July last, His Excellency the Governor directs the publication of the following further Despatches relative to the proposed Busselton Railway.

By Command,
MALCOLM FRASER,
Colonial Secretary.

No. 97.

MY LORD,

Government House, Perth, 3rd May, 1888.

Referring to my Despatch No. 89, of the 20th of April last, forwarding documents connected with the proposal to construct a railway from Bayswater to Busselton, I have the honor to enclose, herewith, for Your Lordship's further information, sundry newspaper extracts* relative to the matter, and particularly to a public meeting held in the Town Hall of Perth on the 23rd ultimo. I also enclose communications which have reached me from Newcastle and York, with copies of resolutions passed at those towns, approving my policy.

In commenting on these enclosures, I can only repeat that I am opposed to the immediate construction of this railway, for the simple reason that it would add a large sum, for interest and working expenses, to the existing charges upon the current revenue of the Colony, and that it would engage to do this at a time when the revenue, barely adequate to the expenses of the administration, is showing some signs that it may fall short of the estimate for the year, and may not impossibly leave the Government in presence of a deficit at the close of 1888.

I have also given other reasons, to which I beg reference, in my Message to the Legislature, transmitted by my previous despatch, why it appears to me inexpedient to construct this Railway at present.

* "West Australian" of April 24th, 25th, 27th, 28th, May 1st, 2nd, 3rd; "Daily News" of April 24th; "Victorian Express" of April 28th, May 5th.

With regard to the proceedings and speeches at the recent public meeting at Perth, and to the article which I forward from the "Daily News" newspaper, I do not desire to criticise them, preferring to leave them to the judgment of this community and of Her Majesty's Government, and merely remarking that I know they are strongly disapproved by the whole body of the best and leading colonists. I enclose copy of a letter * written by my direction in reply to a request that I would receive a deputation from the meeting.

The objection taken by some persons to my prorogation of the Legislature on the 19th ultimo rests on no fact that I have been able to discover. I prorogued the Council on that date because the business was completed, and the notice paper entirely exhausted. Furthermore, the prorogation was in accordance with a statement made—a few days previously—in the House, by the Colonial Secretary. It was also perfectly well known, within and without the Legislative Council, that the prorogation would take place not later than Friday, the 20th of April; some members had already left for the country, and it was after learning the views of the leading remaining members of the House that I consulted what I understood would be the general convenience, and caused my message of prorogation to be delivered at the close of the Thursday evening sitting, in order that members might be saved a journey the next day from Fremantle and elsewhere, merely to hear the Message read. The fact is, the prorogation was desired, and would, I believe, have been perfectly acceptable to every member of the House on Thursday, the 19th ultimo, had my accompanying Message respecting the Bayswater-Busselton Railway stated that I would at once enter into a contract for the construction of the railway. But because I was unfortunately unable to do this, some members appear to have considered that the session should be prolonged, in order to allow them to debate upon and reply to my reply to the Address of the Council.

There can be no doubt that the Legislature and a large number of people would wish to see the construction of this railway immediately begun. A certain amount of stagnation and depression prevails here at the present time, and an expenditure of borrowed money is the popular patent medicine of Australian politics. On the other hand many of the most sensible men of the community quite understand why I hesitate, at present, to commit the Colony to new liabilities. * * * *

But I would ask your Lordship always—as, indeed, I know will be done without my asking—to give the greatest possible consideration to the wishes of the Colonial Legislature, which is certainly strongly in favor of the immediate commencement of this Railway.

The Surveyor General is now engaged, at my request, in preparing a careful map and report showing the extent and quality of the good land, whether public or private property, along the route of the proposed railway. I enclose copy of a preliminary, and not very favorable, report † on the matter from Mr. Forrest.

I have, &c.,

F. NAPIER BROOME.

The Right Honorable

Lord Knutsford, G.C.M.G.

&c., &c., &c.

* Dated 2nd May, 1878.—Enclosure 1.

† Dated 2nd May, 1888 —Enclosure 2.

[Enclosure 1.]

SIR,—

Government House, Perth, May 2, 1888.

In reply to your letter of yesterday, I am directed to state that the whole question of the Bayswater-Busselton Railway has already been very fully and carefully considered by the Governor and by the Legislative Council; that His Excellency has already received a deputation on the matter, which included the two members for the City of Perth; that the views both of the Governor and the Council have already been forwarded by the mail of the 24th ultimo for the consideration and decision of the Right Honorable the Secretary of State; and that the newspaper reports and articles referring to the late public meeting will also be transmitted for Lord Knutsford's full consideration.

2. Under the circumstances, His Excellency has decided not to receive any further deputations on the subject of this railway, in connection with meetings held either in Perth or elsewhere; but any written communication from any body of colonists will be duly forwarded for the consideration of Her Majesty's Government with the other papers.

I have, &c.,
 JOSCELINE G. H. AMHERST,
 Private Secretary.

[Enclosure 2.]

The Hon. the COLONIAL SECRETARY,

I will be glad to prepare the Report asked for by His Excellency, and as soon as I get the maps ready can furnish it.

2. I have an intimate knowledge of the whole country—from actual personal inspection for the most part, during a long course of years—and I believe I can give all the information necessary.

3. The extent of *good land* in any one place in the hands of the Crown is not great; but the climate is so good, the rainfall so regular, and water so plentiful, that this country is well suited to provide for a considerable peasant population.

4. It cannot, however, in any way be considered a fertile country, nor is there any large tract of rich land.

5. As soon as I get a convenient map ready, I will try and give a report such as His Excellency requires, and if, on closely looking into the subject, I find my knowledge deficient on any part, I will make a personal examination of it. I fear, however, that this will not be necessary.

JOHN FORREST,
 Commissioner of Crown Lands.
 2-5-88.

Projected Railway between Bayswater and Busselton—further respecting.

No. 111.

WESTERN AUSTRALIA.

MY LORD,

Government House, Perth, 14th May, 1888.

In continuation of my Despatch No. 97, of the 3rd instant, respecting the projected railway between Bayswater and Busselton, I have the honor to enclose, herewith, a further and fuller report* on the nature of the land adjoining the route of the railway, which I have received from the Surveyor General, the Honorable John Forrest, C.M.G.

I also enclose a newspaper report† of a second meeting held in the Town Hall of Perth, on this subject, on the 8th instant.

I may mention that Mr. Venn, a member of the Legislature, proceeding to England on private affairs, and whom some persons connected with the late meeting asked to be their delegate, has informed me that he will have nothing to do with this meeting, and does not approve of its proceedings. The meeting, in short, has so far failed to obtain the support it hoped to secure.

Mr. Venn's refusal to act as delegate is all the more significant, as he represents in the Legislature a district traversed by the route of the railway, of which he is an ardent supporter. I enclose copy of telegrams to and from Mr. Venn in the matter.

I may mention that the Mayor of Perth is obliged by law to take the chair at these Town Hall meetings, and that his presence is not to be taken as conveying any municipal or personal approval of the proceedings.

I have, &c.,

The Right Honorable
 Lord Knutsford, G.C.M.G.,

F. NAPIER BROOME.

&c., &c., &c.

* Dated 10-5-88, see enclosure.

† "West Australian," dated 9-5-88 (not reprinted).

[Enclosure 1.]

From the Honorable the Commissioner of Crown Lands to the Honorable the Colonial Secretary.

I have the honor to report, as requested by His Excellency the Governor, upon the country between Perth and Bunbury, and beg herewith to forward a map with approximately marked upon it the lands which it may be hoped would be turned to account in the event of a Railway being run through it.

2. On the map the available *fee simple* lands are colored green, and the available *Crown lands* are colored yellow. The areas being—

Fee simple lands	...	600,000 acres
Crown lands	400,000 „

3. From this estimate it appears there are One million acres of available land, but as this includes some inferior land, I will reduce it by one-half; there will then be half a million of acres of land which, with easy means of communication, can be turned to good account.

4. The rainfall over the country between Perth and Bunbury averages about 35 inches a year, and rain falls on about 100 days in the year. The months of May, June, July, and August are the wet months, and the average rainfall is about 24 inches, or about 6 inches per month. December, January, February, and March are the dry months, and the average rainfall is about 3 inches, or about .75 inch per month. April, September, October, and November produce about 8 inches, or an average of 2 inches per month. The average temperature is about 65°, the highest being 76° in January, and the lowest 55° in July.

5. A glance at these figures will show that this country is gifted by nature with a magnificent climate and a plentiful rainfall, and having a fairly productive soil it is capable of supporting a large peasant population in the future. I do not mean to say that it is a country in which fortunes are to be easily or quickly made, for I do not believe that such will be the case, but I do mean to say that this is a country in which a large number of people will be able to make a livelihood, will be able to acquire a freehold property, and be able to support in reasonable comfort themselves and their families.

6. Between Perth and Bunbury about 14 running streams are crossed, and they may all be termed permanent streams, although some may stop running for a short time in dry seasons. Water is plentiful and may always be obtained by sinking a few feet.

7. The soil upon this area is very varied; in the valleys of the numerous water-courses rich alluvium is found, in other places sandy and sandy gravelly soil is found interspersed with good loamy land. All along the Darling Range the country is suitable for vines and fruit trees; and apples, pears, apricots, nectarines, peaches, grapes, figs, plums, mulberries, oranges, lemons, citrons, strawberries, loquats, pomegranates, olives, melons, &c., &c., thrive well and bear abundantly. At present the absence of a market and the damage done to fruit by carriage renders it unprofitable to grow it, except for personal use.

8. One of the chief reasons why this country has not been turned to better account in the past is, I think, owing to there being so many outlets for the energies of the people, in the prosecution of the timber industry, pastoral pursuits in the Northern Districts, pearl shell fisheries, &c., that there have not been sufficient people left to conduct the cultivation of the soil. As a consequence, cultivation and farming employments, being the least tempting and requiring the greatest amount of manual labor, have had the least attention. There has been, too, a laudable ambition in the young men to strike out in a more profitable field, where not a mere living was to be looked for, but a position of affluence; and as such a position was not to be easily attained in cultivating the land, it has been abandoned in favor of other more tempting pursuits.

9. Until, however, the population of the Colony increases, and consequently a larger local market is established, there is little hope that the country between Perth and Bunbury will be largely utilised. As can, however, be easily understood, a Railway running through a country well watered, with many springs and water courses issuing from the Darling Range, would greatly encourage the occupation and cultivation of the lands along such railway, and it must be borne in mind that occupiers of land in this locality will have great advantages over those in the portions of the Colony less favored by nature, inasmuch as they can grow so many things that are necessary for their own use. In the country along the Darling Range everything required by the small farmer, except tea, sugar, and clothing, can easily be grown on the land, and, if it is difficult to make a fortune, it is not difficult to produce wheat, cattle, sheep, fowls, eggs, butter, vegetables, and fruit, all very necessary to ordinary comfort.

10. In order, however, to enable small farmers to live in reasonable comfort, it will require industry and economy; but with these qualifications I think a respectable livelihood may with certainty be realised.

11. I have not in this report dealt with the present population, the present production of the District, or with the financial aspect of railway construction, as I do not understand that His Excellency desires me to report on those matters. If, however, I have omitted anything that is required, I will be glad to report further at any time.

JOHN FORREST,

Commissioner of Crown Lands.

10-5-88.

[Enclosure 3.]

TELEGRAMS.

To H. W. Venn, Esq., Albany.

Perth, 10th May, 1888.

Do you intend to act as delegate in connection with late meeting? Reply by letter.

(Sd.) J. AMHERST,

Private Secretary.

To Private Secretary, Perth.

Albany, 10th May, 1888.

Certainly not. I have nothing to do with public meeting, nor do I approve their action.

(Sd.) H. W. VENN.

WESTERN AUSTRALIA, }
No. 54.

SIR,

Downing Street, 25th June, 1888.

I have the honour to acknowledge the receipt of your Despatches Nos. 97 and 111, of the 3rd and 14th ultimo, respecting the proposed Railway from Bayswater to Busselton. You will have learnt my views on this subject from my Despatch No. 49, of the 8th instant.

Governor Sir F. Napier Broome, K.C.M.G.,
&c.. &c., &c.

I have, &c.,
KNUTSFORD.

The following is the Despatch referred to.

WESTERN AUSTRALIA, }
No. 49.

SIR,

Downing Street, 8th June, 1888.

I have the honour to acknowledge the receipt of your Despatch No. 89, of the 20th of April, with its enclosures, respecting the proposed construction of a railway from Bayswater to or towards Busselton.

You have correctly assumed that I should give the wishes of the Legislative Council in this matter every possible consideration, and I should be very glad if the circumstances of the Colony permitted the enterprise to be carried out. But, as is shown in your Message of the 19th of April, the present position of the finances of Western Australia does not justify the assumption of the liabilities involved in the undertaking. Moreover, the possibility of the introduction of Responsible Government renders it inexpedient that I should come to a conclusion committing the Colony to the commencement of such a work at the present time, and I trust that, if there should be a change in the constitution, the Ministers upon whom the responsibility of embarking upon such works would fall, would recognise the importance of commencing the new career of the Colony with satisfactory finances and good credit, and therefore of fully ascertaining and providing for the increased expenses of Responsible Government, before involving the Colony in heavy liabilities for public works.

Governor Sir F. N. Broome, K.C.M.G., &c., &c., &c.

I have, &c.,
KNUTSFORD.

Hansard Report of Debates in Legislative Council respecting Busselton Railway.

No. 124.

MY LORD,

Government House, Perth, 18th May, 1888.

I have the honor to enclose herewith, for Your Lordship's information, a printed copy of the Hansard Report * of the recent Debates in the Legislative Council, on the subject of the Bayswater-Busselton Railway.

I have already forwarded (enclosure E to my Despatch No. 89, of the 20th ultimo) a newspaper report of the second and principal debate. But, as the authorised report is fuller and more exact, I would request that it may be consulted in preference to the newspaper report.

The Right Honorable
Lord Knutsford, G.C.M.G.,
&c., &c., &c.

I have, &c.,
F. NAPIER BROOME.

* 26th March and 16th April, 1888.

WESTERN AUSTRALIA, }
No. 58.

SIR,

Downing Street, 3rd July, 1888.

I have the honour to acknowledge the receipt of your Despatch No. 124, of the 18th of May, enclosing the *Hansard* report of the debates in the Legislative Council of Western Australia, respecting the Bayswater-Busselton Railway.

I have to refer you to my Despatches Nos. 49 and 54, of the 8th and 25th ultimo, respectively, on the subject.

Governor Sir F. N. Broome, K.C.M.G.,
&c., &c., &c.

I have, &c.,
KNUTSFORD.

The Mining Companies Act, 1888.

I THE UNDERSIGNED hereby make application to register "The Federal Silver Mining Company" as a No-liability Company, under the provisions of "The Mining Companies Act, 1888."

1. The name of the company is to be "The Federal Silver Mining Company (No-Liability)."

2. The place of intended operations is in the Murray District, in the Colony of Western Australia.

3. The registered office of the company will be situate at the Exchange Chambers, Essex Street, Fremantle.

4. The value of the company's property, including claim and machinery, is (£2,100) Two thousand one hundred pounds.

5. The number of shares in the company is Six thousand, of £1 each.

6. The number of shares subscribed for is (5,172) Five thousand one hundred and seventy-two.

7. The sum of (£475) Four hundred and seventy-five pounds has been paid up by the shareholders in the Company prior to this date, being more than (5) five per cent. of the subscribed capital of the Company.

8. The name of the manager is James Bishop.

9. The names and addresses and occupations of the shareholders, and the number of shares held by each at this date, are as below:—

Names.	Addresses and Occupations.	Number of Shares held by each at this date.
Andrews, William, sen.	... Fremantle, Blacksmith	... 10
Andrews, William, jun.	... Fremantle, Blacksmith	... 5
Alexander, Appoo	... Fremantle, Hotel Servant	... 5
Back, Edward William Thomas	... Fremantle, Civil Servant	... 40
Back, James	... Fremantle, Carter	... 210
Back, Laura Jane	... Fremantle, Spinster	... 5
Baldwin, John	... Fremantle, Lighterman	... 10
Barrett, R. H.	... Perth, Agent	... 25
Beatty, E.	... Fremantle, Chemist	... 20
Beisley, Joshua	... Fremantle, Laborer	... 20
Bishop, James	... Fremantle, Merchant	... 160
Boatright, Edwin John	... Claremont, Gardener	... 14
Calver, Frederick	... Perth, Assistant Station Master	... 50
Chamberlain, W. Alick	... Fremantle, Boatbuilder	... 10
Clifton, C. Leonard	... Fremantle, Bank Manager	... 20
Cockshott, S. D.	... Perth, Clerk	... 50
Cole, Lionel	... Fremantle, Carpenter	... 10
Condon, Jeremiah	... Fremantle, Laborer	... 5
Congdon, Daniel Keen	... Fremantle, Merchant	... 100
Cook, George	... Fremantle, Water Police	... 10
Cornish, Henry	... Fremantle, Tarpaulin Maker	... 5
Devenish, H. S. J.	... Fremantle, Printer	... 5
Duffield, Edwin F.	... Fremantle, Gentleman	... 50
Early, Charlotte	... Fremantle, Spinster	... 2
Early, Charlotte	... Fremantle, Spinster	... 5
Early, Kathleen	... Fremantle, Waitress	... 5
Edwards, Aubrey	... Fremantle, Gentleman	... 20
Edwards, George	... Fremantle, Merchant	... 80
Edwards, S.	... Fremantle, Draper	... 40
Ferguson, J. M.	... Fremantle, Merchant	... 15
Finnerty, Alice	... Fremantle, Spinster	... 5
Flindell, James Geo.	... Fremantle, Licensed Victualler	... 10
Fry, Alfd. Charles Tanner	... Fremantle, Warehouseman	... 20
George, Frederick	... Fremantle, Carpenter	... 10
Guilfoyle, Denis	... Fremantle, Guard Eastern Railway	... 30
Habgood, R. H.	... Perth, Gentleman	... 5
Hancock, David Letchford	... Fremantle, Shopman	... 10
Hayden, James	... Fremantle, Gentleman	... 30
Hayden, Joseph	... Fremantle, Railway Porter	... 10
Hearns, J. P.	... Fremantle, Barman	... 20
Hehir, Patrick	... Fremantle, Laborer	... 20
Herbert, Henry	... Fremantle, Railway Employée	... 3
Herbert, Annie M., Mrs.	... Fremantle	... 5
Herbert, Helen E.	... Fremantle, Spinster	... 5
Horley, Amelia	... Fremantle, Spinster	... 5
Horner, William	... Fremantle, Builder	... 20
Hope, James William	... Fremantle, Physician	... 100
Hope, Eliza Mary	... Fremantle, Spinster	... 10
Hope, William Herbert	... Fremantle, Station Master	... 25
Hossack, Joseph D.	... Fremantle, Carpenter	... 20
Howson, Robert	... Fremantle, Ship Builder	... 10
Howson, E.	... Fremantle, Carpenter	... 5
Howson, J.	... Fremantle, Carpenter	... 5

Johnston, Joseph, Rev.	... Fremantle, Clergyman	... 20
Johnson, William	... Fremantle, Mariner	... 10
Jose, D.	... Fremantle, Clerk	... 200
Kidson, Alfred Bowman	... Fremantle, Barrister	... 25
King, H. J.	... Fremantle, Manager	... 100
Kramp, H. W.	... Fremantle, Draper's Assistant	... 50
Laker, William Alfred	... Perth, Commercial Traveller	... 50
Lemon, Edward A.	... Fremantle, Gentleman	... 20
Love, Agnes Bartholomew, Mrs.	... North Fremantle	... 5
Macklin, Charles Campbell	... Fremantle, Barrister	... 25
McKay, Hugh	... Fremantle, Railway Clerk	... 20
McKenzie, W.	... Fremantle, Baker	... 10
Marmion, William Edward	... Fremantle, Merchant	... 100
Marshall, T. Harry	... Fremantle, Baker	... 200
Moffin, Horace Edgar	... Fremantle, Agent	... 30
Mossop, Henry	... Fremantle, Storeman	... 5
Muddock, Albert	... Fremantle, Store Assistant	... 40
Nicholson, John	... Fremantle, Police Officer	... 20
O'Byrne, Patrick	... Fremantle, Teamster	... 5
Payne, John Henry	... Fremantle, Clerk	... 20
Peacock, V.	... Fremantle, Railway Clerk	... 20
Pearse, W. S.	... Fremantle, Merchant	... 100
Price, W. W. S.	... Fremantle, Bank Clerk	... 20
Roberts, George	... Perth, Traffic Manager, Eastern Railway	... 50
Rudd, W. S.	... Fremantle, Railway Porter	... 5
Salter, Ernest Edward	... Fremantle, Gentleman	... 16
Sharpe, Henry	... Fremantle, Engine Driver	... 5
Shaw, H. J.	... Fremantle, Clerk	... 10
Simpson, James	... Fremantle, Clerk	... 10
Smith, Henry	... Fremantle, Auctioneer	... 100
Snook, James	... Fremantle, Clerk	... 5
Snook, Harold	... Fremantle, Gentleman	... 2
Snook, Florence	... Fremantle, Spinster	... 2
Snook, Mrs. Elizabeth	... Fremantle	... 5
Solomon, Elias	... Fremantle, Merchant	... 150
Stevens, John	... Fremantle, Railway Porter	... 10
Stone, Charles Hawes Alfred	... Perth, Bank Clerk	... 10
Teede, Wm. J.	... Fremantle, Telegraph Operator	... 10
Thompson, Geo. King	... Fremantle, Railway Clerk	... 10
Troode, E. T.	... Fremantle, Customs Clerk	... 10
Troode, E. S. P.	... Fremantle, Wharfingers' Clerk	... 50
Whitfield, Henry	... Fremantle, Clerk	... 15
Walker, Charles	... Fremantle, Ship Carpenter	... 5
Williams, E. A. G.	... Fremantle, Bank Clerk	... 5
Woods, Andrew J.	... Fremantle, Clerk	... 3
Woods, George Robey	... Fremantle, Agent	... 50
Woods, W. Austin	... Fremantle, Clerk	... 25

LIST OF FULLY PAID UP SHARES.

Harry Tallerman	... Melbourne, Victoria, Merchant	... 100
Captain W. B. Hay	... Fremantle, Master Mariner	... 100
Ernest Edward Salter	... New Zealand, Gentleman	... 100
Thomas Haley	... Fremantle, Carpenter	... 100
Elias Solomon	... Fremantle, Merchant	... 100
James Bishop	... Fremantle, Merchant	... 100
Alex. C. McCallum	... Fremantle, Clerk	... 100
William F. Williams	... Fremantle, Tailor	... 100
James Albert Herbert	... Fremantle, Hotel Proprietor	... 100
William Mawson	... Fremantle, Carpenter	... 100
F. H. Snook	... Fremantle, Carpenter	... 100
E. S. P. Troode	... Fremantle, Civil Servant	... 100
James Holland	... Fremantle, Miner	... 100
B. J. Solomon	... Fremantle, Shopkeeper	... 100
John Robert Doonan	... Fremantle, Merchant	... 100
F. Cadd	... Fremantle, Clerk	... 100
Wm. A. Bateman	... Fremantle, Merchant	... 100
W. C. Petchell	... Fremantle, Merchant	... 100
Andrew Thomas Wardle	... Fremantle, Carpenter	... 100
Joseph Rogers	... Perth, Stock and Share Broker	... 100
William Pollard	... Fremantle, Gentleman	... 25

Dated this 8th day of August, 1888.

JAMES BISHOP, Manager.

Witness to Signature,
A. BOWMAN KIDSON,
Solicitor and Notary Public.

I, JAMES BISHOP, do solemnly and sincerely declare that—

1. I am the manager of the said intended company.

2. The above statement is to the best of my belief and knowledge true in every particular. And I make this solemn declaration conscientiously believing the same to be true, and by virtue of an Act of Parliament of Western Australia rendering persons making a false declaration punishable for wilful and corrupt perjury.

Taken before me this
8th day of August,
1888.
W. S. PEARSE,
J.P.

JAMES BISHOP.