

have begun and we shall do all we can to help you.

THE HON. J. G. H. AMHERST: I rise, sir, with some diffidence to address hon. members for the first time; but I am sure I can rely on their forbearance during the short time I shall detain them, although I fear my humble efforts will be of little effect after the eloquence that has fallen from the hon. member opposite. I regret to observe, sir, that in another place a certain spirit of opposition seems already to have arisen, and I sincerely trust that hon. members will work together for the good of the country, and endeavor to prevent those frequent changes of Ministry which prove so detrimental to any country, and which are not conducive to good government. In fact, as that able politician, the late Duke of Wellington, once said, "Nothing is so injurious to a country as an unstable Government!" My hon. friend who moved the Address-in-Reply, in referring to the proposed loan of £1,336,000, said it was a very bold and extensive policy, and one which he felt sure would be received by the country at large with some degree of hesitation. I entirely agree in the hon. member's expression, "some degree of hesitation;" but I consider that the degree of hesitation is more or less founded on the view that the sum of money named will not be sufficient to carry out those admirable public works which have been put down in another clause of the Speech. I can quite believe that the new Ministry found themselves very much hampered on taking office owing to departmental work, and also in not having some skilled engineer of special experience in such works as those suggested to help in the selection of them. However that may be, I am sure hon. members will join me in congratulations that my hon. friend, the late Commissioner of Public Works and Railways (the Hon. J. A. Wright), has found himself enabled to accept a seat in this Council, and employ some of his valuable time in the service of the country. I do not propose, sir, to go into those clauses of the Speech which refer to public works. They include a vast amount of work to be done, and I will take from them two only which I consider as most important. These are the Harbor Works at Fremantle, and the proposed Railway

to the Eastern Goldfields. If hon. members will look at the 14th clause of the Speech, they will see that it is shortly proposed to hold a Federation Convention in Sydney. To my mind at that meeting the important question of a Transcontinental line to South Australia should be fully discussed, with a view, if possible, to get the project taken up by the Colonies jointly. If that could be brought about, there would then be no necessity for the construction of a railway to the goldfields, for this transcontinental line would in all probability go either through the goldfields or pass very close to them. If we get this transcontinental line it will be necessary for us to have such harbor works at Fremantle as will be capable of receiving the largest class of Ocean steamers, such as those belonging to the Orient, P. & O., and Messageries Maritimes Companies. With such a harbor, passengers for the other Colonies from various parts of the world could disembark at Fremantle, and be conveyed overland to their destination, thus escaping the unpleasantness that is found in rounding the Leeuwin, and at times in the Bight. The mails would also be expedited, and the capitals of the other Australian Colonies would be drawn nearer to the Mother Country. I am inclined to think that a large syndicate might be formed to take up, on the land grant system, both the transcontinental line and the Harbor Works at Fremantle. That, however, is merely a crude idea. Having thus expressed my views on one or two subjects, I shall say no more until the Loan Bill comes before us and we have the schedule of the different works and the expenses attached to them. I thank hon. members for their courtesy in listening to the few words I have laid before them to-day, and I trust that we shall ever work together for the good of the Colony, and avoid the faults we have seen elsewhere.

THE HON. J. A. WRIGHT: Sir, allow me to congratulate Ministers on their appointment, for I am sure they are appointments which are for the good of the Colony. They are a Ministry in favour of works; a Ministry having faith in the Colony, as is shown by the works they propose; and I trust that so long as I may be in the House I may continue to have the faith I now have in them,



and be able to support them. It will always give me the greatest pleasure to do all I can to assist them. In the first place I am glad to be able to say that I have lived to see the time when my old bogie—a broad and comprehensive policy—has been brought forth. In the old Council I heard a great deal about it, and longed to see it. To-day, under the first Responsible Government, we have this bold and comprehensive policy, which is a better term for it, I think, than vigorous policy. I would ask Ministers in considering these works to have some regard as to where the money is to come from, for it appears to me in clause 7 of the Speech that they have put the cart before the horse. They are going to borrow £1,336,000 to be expended on works in a schedule to a Bill, and judging from the rather vague way these works are mentioned in clause 8, I doubt whether the sum named will be anything near to what is required to carry them out. I notice the works are most comprehensive. Beginning at Wyndham they go down the coast, with a little in here and a little there, till they come to Fremantle, where evidently a large amount is to be done, and then they go South and get to Albany, where I find that all that is proposed is that a steam dredge on its way up the coast may call in occasionally. The other requirements, especially the improvements to the lighthouse at Breaksea, are not mentioned. Then I see they go inland and propose to carry out a number of works, among them being a railway to Yilgarn, which, I may say, I thoroughly approve of. There can be no question that the mineral wealth of the colony is the first thing to be considered. We have to attract population, and the best way to do it is to develop our mineral resources. The question of Harbor Works at Fremantle is put in such a vague way that we do not know whether it is intended to carry out Sir John Coode's scheme or cause the Priestman dredger to be worked a little more. As regards the telegraph line to Broomehill, the Government might just as well duplicate the line to Albany as to stop where they propose to, for it would cost very little more. Then we come to the Bunbury Railway, and I would ask Ministers to leave that for the last. The people of

Bunbury have a good road and they have a means of communication by sea. Those at the goldfields have nothing of that kind, and I notice in the report of the Agricultural Commission that several residents in the district deprecate in the highest terms the building of that Southern Railway, and one gentleman went so far as to say that it would not pay working expenses for a century. I would also suggest to Ministers that before anything further is done in connection with these works they should have proper estimates of them prepared. Let us have the details of each, we can then see which of them it is advisable to carry out, strike out the rest, then add up the total cost of those that remain, and finally vote the necessary funds.

THE HON. J. MORRISON: There is cause for congratulation that we have lived to see this constitution properly inaugurated, and I am sure a great many of us who have lived in this Colony must have felt great pleasure when we saw His Excellency open Parliament at the beginning of his third régime. In his Speech he said the Colony was noted for its loyalty. There is such a thing as loyalty of a Colony to the Mother country, and there is such a thing as loyalty of the Mother country to a Colony, and we have had lately an exemplification of the latter. We have been treated throughout the late transition period with great consideration, and an unusual interest has been taken in us, both by Her Majesty and Her Majesty's Ministers. We have to thank them for appointing, for the third time, Sir William Robinson as our Governor, for his appointment came most opportune considering the change of Government that had taken place. I think the country is to be congratulated, too, upon the fact that one who is native-born has been appointed the first Prime Minister, and that two others of the five Ministers are also West Australian born. This shows that in spite of the hardships the Colony has struggled through, it has not forgotten how to bring up her youth so that they could, when the time came, take up positions which I should be sorry to see fall into the hands of strangers. In carrying on this new form of Government we should strive to have as few changes of Ministry as possible, and I



shall certainly do what I can to support any good Ministry; but at the same time I shall never have any hesitation in pointing out where I differ from them. I think the Ministry have the good of the country at heart. At a very short notice they have had to take over the departments and produce a policy. It is less difficult to criticise a policy than to propound one, and, therefore, I think, every allowance should be made for them. They propose to borrow £1,336,000—a sum which, if properly laid out, with no waste, the country can well stand at the present time. We have one of the finest countries in the world and its recuperative power is wonderful. If we could but value the whole of the property in the colony and divide it by the population we should find that we compared more than favorably with any other country, therefore we should not be afraid to borrow the amount that is suggested to us, or even double the sum. The principal question is how is the money to be spent. In clause 8 of the Speech there are certain works set out, and I must say that at present I do not approve of them as a whole. Some of them should be carried out, but others should be done without, the interest on the money having to come out of the pockets of the colonists. The first work of importance is the Railway to Bunbury, and I am of opinion that it is a line that will pay. There are a number of small townships *en route*; there is population all along, and this cannot be said even of the line to the Eastern districts, for on it we find one stretch of 40 miles of country with nothing but a few timber mills upon it. On the other hand to the south there is plenty of good land and plenty of good timber too. As to the extension from Boyanup to Minninup Bridge, I should like to know something more about it before I bind myself to support it. The Yilgarn Railway I consider premature, and I do not hesitate to state my reasons. I should like to know before running a line of railway 180 miles long to a goldfield how many mines there are working which the line would serve. I know there is gold there, but the development of the mines has been retarded by what is called scrip mining, through which people who have put their money

into the various ventures have simply lost it. There are only nine mines working, and I believe that after working for two or three years only one of them has paid a dividend.

THE HON. J. W. HACKETT: They will never do any more until they get a railway.

THE HON. J. MORRISON: Is this country going to legislate for mining alone? I do not see why 40,000 people should pay taxes to run a railway for the benefit of 8 mines, especially as in my opinion the Government should take steps to bring about a construction of a broad gauge line from Fremantle to the South Australian border. If that be done there will be no necessity for this narrow gauge line which I presume is intended, and if it be constructed now will certainly militate against the other which would be a national work. I am sure that if it were known we were willing to allow such a railway to be constructed on the land grant system it would be readily taken up. The money which is proposed to spend on this line now should, in my opinion, be applied to keeping up the population and finding water on the field. It is quite evident from the amount of the proposed loan that it is not intended to go in for Sir John Coode's scheme of Harbor Works for Fremantle. I shall wait to see how it is proposed to spend the money under this head. I should certainly like to see something done with the river, but if this be not practicable, then I should like to see Owen's Anchorage down to Rockingham made into a harbor. I always understood that the question of a lighthouse at Cape Leeuwin was one for the Australian colonies as a whole to take in hand, and I do not see why we should borrow money to put it up. I would not favor immigration other than the present nominated system, and I think if we spend money on developing our goldfields it will greatly assist in getting the people to come here. As to the proposed improvements at Perth and Guildford, I live at the latter place, and we have a very nice station, and I really cannot see what more we want. Rolling stock we do want, but I hope when it is obtained it will not be allowed to bleach for the want of proper shed accommodation. It is stated that