

must have two things,—men and money, and I look to the development of our mineral resources as the readiest means of attracting these to our shores. With regard to that line of railway, and the direction it should take, that is a question that will deserve very serious consideration. The hon. member for York, in addressing his constituents, almost went so far as to promise them it should start from York,—I really believe he actually promised them it *should* start from York, or words to that effect. I think that in making that promise, the hon. member was reckoning without his host. I think when the question of route comes before the House I shall be prepared with a better line of railway than that from York to these goldfields. If not, I am afraid we shall never see the railway an accomplished fact. I think we have already had enough of building lines of railway to York, without getting any farther on. It is no use crying over spilt milk, but we may gather wisdom from experience. The hon. member for York took exception to a remark I made when he was addressing the House about “paupers.” I have some recollection of the hon. member when at York proposing some colonisation scheme which he had got into his head; but I think, much as we want population, we should be far better without any increase at all than to get it from the slums of London and other large cities. I think we had better trust to chance than organise any scheme of colonisation of that sort.

THE PREMIER (Hon. J. Forrest) said it seemed to be the wish of members that the debate should be adjourned; he therefore moved that it be adjourned until to-morrow evening.

Carried.

The House adjourned at 11 o'clock p.m.

Legislative Council,

Thursday, 22nd January, 1891.

Explanation by the President—Address to the Queen—Responsible Government: assistance rendered by Australasian Colonies—Constitution Bill: services rendered by Sirs W. C. F. Robinson, F. N. Broome, T. C. Campbell, and Mr. S. H. Parker—Library Committee—Standing Orders Committee—Federal Council: congratulatory message from—Address in Reply—Adjournment.

THE PRESIDENT (Sir T. C. Campbell, Bart.) took the Chair at 3 o'clock.

PRAYERS.

EXPLANATION BY THE PRESIDENT.

THE PRESIDENT: I should like to say a few words to hon. members with regard to the reporting. As will be seen, there are very few facilities in this House, but the best has been made of them. The reporters are unfortunately placed in a position in which it is difficult for them to hear, and I would therefore ask hon. members, if they wish to be reported, to speak from the side benches and not from the cross benches where their backs would be to the reporters. I might also say that I am asked by the Speaker of the Legislative Assembly to say that members of this House will be admitted to the other House through the door of the Tea-room and be given seats on the side of the chair. I think we should make some reciprocal arrangement, and I propose to have seats placed between the Bar and the seats for the public, for the accommodation of members of the other House and to which admission can be gained through the side door. If any hon. member wishes a seat for a friend he can obtain an order for that portion also. Seats will be provided for the wives of hon. members on each side near my chair.

ADDRESS TO THE QUEEN.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the following Address be forwarded by the President to His Excellency the Governor, for transmission to Her Majesty the Queen:

“May it please Your Majesty,—

“We, the Members of the Legislative Council of Western Australia, at this
“our first meeting under Responsible

"Government, humbly approach Your Majesty with feelings of the deepest loyalty and affection.

"We desire to assure Your Majesty of our devotion to Your Majesty's Throne and Person, and to express to you our high appreciation of the privileges and advantages conferred upon us by our new Constitution.

"We pray that Your Majesty may long continue to occupy the Throne of your ancestors, and that your subjects in this portion of your Dominions may ever honor and cherish the great privileges they have now had conferred upon them, and ever remain Your Majesty's true and faithful subjects."

THE HON. J. G. H. AMHERST seconded.

Question—put and passed.

RESPONSIBLE GOVERNMENT—ASSISTANCE RENDERED BY AUSTRALASIAN COLONIES.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved, That this Council takes the earliest opportunity of tendering to the Governments of the Australian Colonies, New Zealand, and Tasmania its high appreciation of the great assistance rendered by them during the passage through the House of Commons of the Enabling Bill giving Responsible Government to Western Australia.

This Council trusts that the admission of Western Australia into the group of the self-governing Colonies of Australia may tend to draw more closely the bonds of friendship now existing, and may be productive of great good to the mutual advantage and prosperity of Australasia.

That The President be requested to communicate the Resolution to the Governments of the above-named Colonies.

He said: All hon. members must be aware of the many obligations we are under to the other Colonies for the assistance they rendered when our Enabling Bill was being passed through the House of Commons, and I think it is nothing but right, therefore, that we should place on record this resolution.

THE HON. T. BÜRGES: I have much pleasure in seconding the motion.

THE PRESIDENT (Sir T. C. Campbell, Bart.): It may be desirable that I should say a few words to this resolution for the reason that no one except myself

here knows really what took place. On another occasion, at the Proclamation banquet, I said a few words on what was done in England on the occasion of the passing of the Enabling Bill, but they were not reported. Many hon. members who are here now were not present at the banquet, and consequently had not an opportunity of hearing what I said, and I think they should know how kindly the Agents-General behaved towards us when the Bill was at Home. I myself did not think that the Bill was in jeopardy until Sir Frederick Broome on one occasion came to me and said that from what he could learn from various members of Parliament he was very much afraid the Bill would be blocked, and that in fact he felt very anxious about it. He did not suggest any course that might be taken; he simply told me what he had heard. I went at once to the Secretary of State and asked him about it, and he told me much the same thing. He said he had done all he could, but the Cabinet would not help him to bring the Bill on, and that he was afraid it would be left till the end of the session, and then, perhaps, be allowed to fall through. I asked him if it would be of any use to call in the assistance of the Agents-General, and he told me that we could try. I went down to Victoria Street, and saw Sir Graham Berry, who I might mention had told me on former occasions that he would be glad to do anything we wanted him to do. On the afternoon I went, there was a telegraph conference being held and Sir John Pender and others of the Agents-General were there. The Agents-General said they had received orders from their Governments to do all they could for us, and that they were eager to do it. The next day they went to Lord Knutsford, but of course he could do nothing more than he had already done. They made an appointment with Mr. Smith, the leader of the Government in the House of Commons, who at first was opposed to seeing them. However, he consented and they went down with me in a body to see him. After the strong representations of Sir Graham Berry, who was the spokesman, Mr. Smith definitely promised that Parliament should not be prorogued until the Bill was passed. That promise was well fulfilled, for the Bill was brought down

the next week and passed in a few days. From what I could learn I believe this Bill would never have been passed that session without the assistance of the Agents-General, and therefore they well deserve the compliment that is now, by this resolution, paid to them.

Question—put and passed.

CONSTITUTION BILL—SERVICES RENDERED BY SIRS W. C. F. ROBINSON, F. N. BROOME, T. C. CAMPBELL, AND MR. S. H. PARKER.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved, That this Council desires to record its sense of the valuable services rendered to the Colony by Sir William C. F. Robinson, G.C.M.G., Sir F. N. Broome, K.G.M.G., Sir T. C. Campbell, Bart., and Mr. S. H. Parker, Q.C., in connection with the passing of the Constitution Bill through the Imperial Parliament, and requests that the thanks of this Council may be communicated to the above-named gentlemen by the President accordingly.

He said: The gentlemen whose names appear in the resolution have already been thanked at a public meeting which was held shortly after the return of some of them to the Colony, but we, as the first Council under this New Constitution, should also, I think, join in congratulating these gentlemen and recording our thanks to them for the able services they performed when in London. Most of us have had an opportunity of reading the evidence taken before the Select Committee of the House of Commons, from which it will be seen that if the most strenuous efforts had not been made by the gentlemen named in this resolution, it would have been many months longer before we obtained Responsible Government. When I was in England during the previous year, there was great opposition to our Bill, and it was only owing to the efforts of these gentlemen that the objections which existed were overcome, and it is for this reason that the Government has thought it right to place on record this resolution.

THE HON. T. BURGESS: I have much pleasure in seconding this motion, but I think the names of Lord Knutsford and Mr. John Morley, who were also largely instrumental in bringing about the pas-

sing of this Bill, should be added. Mr. John Morley, in particular, I notice by the English papers, gave a great deal of his time to the matter and exercised a great deal of influence in our behalf, and, therefore, if in order, I will propose to add the names I have mentioned.

THE PRESIDENT: If I may say so, I do not think such a course would be desirable. Lord Knutsford undoubtedly did his best for us, but Baron de Worms, for instance, did a great deal more than he did. Mr. John Morley was a tower of strength, and if it had not been for him, I do not believe the Bill would have been got through; but on the Committee there were many others who also did very much for us, and, therefore, I do not think we should, by adding the names suggested, make any invidious distinction.

THE COLONIAL SECRETARY (Hon. G. Shenton): That is exactly what the Cabinet felt in framing this resolution.

Question—put and passed.

THE PRESIDENT: Mr. Colonial Secretary, On behalf of Sir Frederick Broome, Sir William Robinson, Mr. Parker and myself, I thank you very much for the resolution you have brought forward, and hon. members for unanimously adopting it. When in London we did the best we could. We had a great many difficulties to overcome, some of which we did not expect when we left here, and I am glad to say we met with greater success than we anticipated. I know that Sir Frederick Broome will feel very gratified to receive this resolution, for he wrote to me the other day and told me of the interest he still took in the Colony.

LIBRARY COMMITTEE.

The following members were appointed a Library Committee for the present Session:—The President, Hon. J. G. H. Amherst, and Mr. Leake.

STANDING ORDERS COMMITTEE.

The following members were appointed a Standing Orders Committee for the present Session:—The President, Mr. Leake, and Mr. Hackett.

FEDERAL COUNCIL—CONGRATULATORY MESSAGE FROM.

THE PRESIDENT: I have to inform hon. members that I have received the following telegram from the President of the Federal Council:—

"Hobart, Tasmania,
"January 20, 1891.

"The Hon. President, Legislative Council,
"Perth.

"I have the honor to communicate to you the following Resolution this day adopted by the Federal Council:—That a message be sent by the President, in the name of the Federal Council of Australasia, to the Parliament of Western Australia, expressing their deep sense of the loss their deliberations sustain by the unavoidable absence of the representative of Western Australia, and congratulating the Colony warmly on their joining the ranks of Colonies with full Responsible Government.

"S. W. GRIFFITH,
"President."

THE COLONIAL SECRETARY (Hon. G. Shenton): I beg to move, Sir, without notice, that the following resolution be adopted in reply to that of the Federal Council of Australasia:—"The Legislative Council of Western Australia equally regret with the Federal Council of Australasia the absence of their representative, owing to unavoidable circumstances, from the deliberations of that important body, and warmly thank the Federal Council for its congratulations upon the assumption of self-Government by this colony." He said:—It is a matter for regret, Sir, that owing to the Federal Council sitting just at the time fixed for our Parliament to meet, our representative, Sir J. G. Lee Steere, is unable to be present. We have looked forward for some time past to joining the Federal Council on equal terms with the other Colonies. We have always before, although we disputed it, been looked upon as a Crown Colony, but now we shall be admitted into the Council and enter into their deliberations on equal terms with our neighbours. I think we should now tender to them our warmest thanks for

their courtesy in so soon acknowledging our new privileges.

THE HON. T. BURGESS seconded.
Question—put and passed.

ADDRESS-IN-REPLY—ADJOURNED DEBATE.

THE HON. J. W. HACKETT, in resuming the debate, said: It falls to my lot, Sir, to continue the debate on the Address-in-Reply to the important Speech with which His Excellency favored us on the last day of our sitting. Before I address myself to the point for which I am set down in this day's proceedings, will you allow me on behalf of myself to offer you my hearty congratulations on the post to which you have been appointed. The positions of Presidents of Councils similar to our own in the sister colonies have been reserved as a matter of right for those who have performed distinguished public services in the past, or who are of eminent and great personal merit, and in proof of that it is sufficient for me to refer to the well known principle which now holds in a number of the other colonies, that the President of the Legislative Council is commonly associated with the Lieutenant-Governorship. And it is your high privilege, Sir, that you have been chosen to preside over a Legislative Council which is in a large degree typical of the struggles, of the labors, and of the privations which have made this Colony what it is. I am glad to see here the descendants of many who sat by the cradle of the infant destinies of the Colony and guided its early steps. We know the names of Brockman, Hamersley, Leake and Moore, men who carried to these shores from the Mother Country that household fire which their children have since kept burning. These, Sir, have been able to send their descendants to be amongst us to-day. These were the gentlemen who came and remained, when others came and went away. These were the gentlemen who remained to fight the battle against the forces of Nature and make Western Australia not only a habitable, but a pleasant place, while others who visited our shores left to find more prosperous and pleasanter regions. Further, Sir, if you will permit me, I would like to tender my congratulations to the gentleman who re-

presents the Government in this Council. That gentleman has also an honorable record of a lengthened public service to show, in proof of which it is sufficient for me to point out how often he has been chosen to fill what I may call the primordial chair of the municipalities of the colony. Now he comes before us, after years of work in the old Legislative Council, as the first Minister in the first Legislative Council under the new form of Government. Sir, it is a record to be proud of. And if you will let me go one step further, I will tender my congratulations to a gentleman, who I hope will be amongst us for many years to come—our clerk. Those who have been associated with Mr. C. Lee Steere in the past, know the knowledge and ability he brings to bear in the discharge of his duties. He has held a similar position in the old Legislative Council, and I am at a loss to say whether his appointment to this place is to be regarded, as such appointments usually are, as one of superannuation or promotion. We can hardly consider him superannuated; we must attribute his promotion to the character he obtained from the way he performed similar duties in the old Council, and I trust, Sir, we may have Mr. Steere with us, to continue his duties to the advantage of the country, until that last and fatal superannuation act takes him from our midst. Now, Sir, to come to the business of this afternoon. In the first place I must remark that there are one or two slight omissions in His Excellency's Speech. To begin with I should like to have seen some further information given as to what it is supposed to do with our tinfields—something to show that they may be made a source of vast and increasing wealth to the Colony. And further I notice with some little regret that in alluding, in the 12th paragraph of the Speech, to the re-organisation of the Works and Railway Departments, no reference is made to the officer, who in the course of that re-organisation, it is intended to dispense with. Mr. Mason, I believe, Sir, in all probability will hand over his place on the railway to some one else, and I should have liked to see some special reference to him, for I am sure that the public service contains no more conscientious and energetic officer than he is. Whatever he

has been from time to time called upon to perform, he has endeavored to do it to the best of his ability. He has never taken a mere technical objection to any demand made upon his time, and his services have always been at the disposal of the Colony, whether in or out of his office. That being so, if it be intended to dispense with his services, or to transfer him to some other position, which I believe is the wish of the Government, I should have liked to have seen some recognition of the work he has done in the Railway Department have found a place in the 12th paragraph. I shall not weary hon. members by going through the paragraphs of the Speech in detail, nor shall I even deal with that *questio vexata*, the 8th paragraph, which contains the principal cause of dispute, and over which men both inside and out of this Council may well pause. Let me, however, just say one word in anticipation of what may be said in this Council. Exception is taken to the whole paragraph on the ground that the works therein specified cannot be by any means completed for the sum of money it is contemplated in the first instance to borrow—£1,336,000. My hon. friend, Mr. Leake, went so far as to say that he did not believe, nor did he think the Ministry were such fools as to believe, that they could be carried out for this sum, and he expressed the opinion that ten times the amount would be nearer the mark. If the Government had put on record a policy, even in the most abstract form, which they had invited us to accept, which is so grossly out in all its details—in all ordinary calculations such as we might expect, not only from a private individual, but from Ministers entrusted with the Government of the Colony, I say they have been guilty of a dishonest act—an act which cannot be overlooked. But what grounds are there for saying this? These works are hardly before us for discussion. They will come before us in the Loan Bill, which will no doubt soon be introduced, and then we shall be able to compare them with the figures that the Government set opposite to them. It may then be found that it is possible for the works to be carried out for the sum named, or perhaps even less. It entirely depends on the quantity of work

they are going to do, and the way they propose to carry it out. We are not to suppose that the Government has met in Cabinet and has jotted down a list of works of which the Country is in pressing need, and has put alongside them, pell mell and by chance, a series of figures and then totted up the whole and said that that would be sufficient to defray the cost of the works. We must take it that the Government are reasonable beings; aye we must go beyond that. We know that under the conditions of Responsible Government if a Ministry goes to work in such a manner, or is so egregiously wrong, as is supposed by some, their seats are in danger. We must all be aware that these considerations must have occurred to them, and that at all events in preparing their schedule of works, and in computing the amount of money needed to carry them out, they must have taken some pains to get somewhere near the mark. Surely it cannot be said that they have been dependent solely upon their own knowledge and intelligence. Surely it is only reasonable to suppose that they have taken the opinion of authorities of value, whether inside or outside the departments, in whom they place confidence, and that after receiving their estimates, considering them and checking them, they have come to the conclusion that this sum of £1,336,000, or something like it, wisely distributed and economically administered, will be sufficient to carry out the bulk of the works specified in paragraph 8 of the Speech. I will say no more about the cost of the works, for we are only fighting the air at the present time in endeavoring to get at the Government view of the cost of each work. Until the Loan Bill is before us it is waste of time for us to discuss the calculations of the Government, to either censure or approve of them. Having said that, Sir, I shall confine my remarks to the general policy of the Government as indicated in the Speech. That policy may be summed up in one sentence—one that has my thorough approval and I hope that of every member of this House—the development of the latent resources of the Colony of Western Australia, and in that I believe they have struck the key-note of a strain which goes to the heart of every-

one in the Colony. These resources are of a character so prodigious as to be absolutely bewildering in their amount—and we have not the least idea whether we have yet discovered one-hundredth part of them. In the past we have had but a sparse population, with a very limited amount of capital, by which to explore our resources, and the large degree of progress that has been made should be sufficient to indicate to us the possibility of what may be behind. The policy of the Ministry, as I understand it, is a comprehensive and vigorous one. Their desire is to take the Colony and lift it up as a whole—to look in as many directions as possible, discover what its various needs are, and so develop its resources that there may be such an influx of prosperity that we may rise, as it were, at a bound to take our place worthily among the sister Colonies without perpetuating that ground of shame and deep reproach which has existed in the past, that we are neglecting our own land. Western Australia as it stands at present, putting aside its other capabilities in the shape of timber in abundance, pearl shells, sandalwood and a half-dozen other resources, has three great and fundamental sources of income. These three are the pastoral, the agricultural, and now, happily, its mineral resources. It is for the Government to exercise all their faculties in developing these three. One of them is good, two better, and to advance the three is best of all. It seems to me that this Colony, if it is not a little irreverent to say so, is now like a stool with three legs. You could get a stool to stand on one, or two legs by driving them into the ground; still if you wish it to stand firmly you must have three legs and get them all too of equal length and strength. These we have now got in our pastoral, agricultural, and mineral industries. With regard to our pastoral resources, a great deal has been done in the past. It is not a department, however, in which the Government can do very much in the way of fostering. The most it can do is to remove all obstacles to progress, and that was done to a great extent four years ago, when a set of amended Land Regulations were brought in, giving pastoral tenants that most valuable of all gifts, one on which they set a prize above

all others, a long and secure tenure. On that security they have been able to go forward with the work of developing their estates, with the result that during the last two or three years advances have been made in the pastoral industry which no one could have imagined. The pastoral tenants have been improving their estates; their flocks have been increasing and their herds growing, until they are now face to face with another difficulty. They have to dispose of their surplus produce, for it is a well-known fact that in the other Colonies the pastoralists have only been able to accumulate the large fortunes they have, by having a certain market for their surplus beef and mutton, as well as a market for their wool. In fact it is a common saying that the wool pays the expenses, and the meat gives the profit. If I have heard this from Queensland, New South Wales and Victorian squatters once, I have heard it fifty times, and these—the men who rank among the squatter kings. That source of wealth is in danger here. That we have no population to consume the vast and growing surplus stock has now made itself apparent, and if we do not provide an outlet—for the frozen meat industry is a most doubtful standby—in the shape of mouths here to consume the produce, we shall soon be again in the position we were years ago. The Government has taken this into account. They see the position of the pastoralist, and it will soon be the same with the agriculturist. At the present time all the flour that can be produced from the roller mills is bought up at a good price, and the result will be further development on the farms; but in time we may be sure that the same evil will overtake the farmers which exists with the pastoralists—the supply will outrun the demand, and then, unless some outlet is provided, the farming industry will be in a perilous condition. There is only one way out of the difficulty, and that is to provide a sufficient number of mouths to consume the surplus of both the farmer and the squatter, in other words to encourage the growth of population throughout the Colony. It may be said that if we encourage the growth of the farmers we shall have additional mouths, but it must be borne in mind that taking the average, every farmer is able to pro-

duce as much (and it has been so calculated) as will support about ten persons. In looking about them the Government saw one hope of bringing about this desired result, and it was by developing the mineral resources of the country, and that is the reason which has induced them to lay so much stress upon the Railway to Yilgarn, which I will not discuss now, as an opportunity will be given us to do so further on, nor will I, on the same ground, discuss the question of other railways and other works in connection with harbors and telegraphic extension. It was said by my hon. friend, Mr. Leake, that it was a curious fact that it was not until the advent of Responsible Government that the possession of singularly large stores of mineral wealth had come to the knowledge of the inhabitants of this Colony, and there is no doubt it is a remarkable fact. As hon. members of this Council are aware, my private opinion is that the Colony would have been both better administered and richer if Responsible Government had been introduced many years ago; but at the same time I cannot close my eyes to the fact that these discoveries come to us at a peculiarly opportune moment. We now have resources that we knew nothing of a few years back. We have valuable goldfields, rich tinfields, a more than promising coalfield, all of which were never dreamt of a short time ago. Our railways have been extended. We have the Government lines in full work. We have recently had a further large extension in the shape of the Great Southern Line, and in some three years we shall probably be connected with Geraldton by means of the Midland Railway. All this has come to the assistance of the Government in their policy of development—in their bold, and I believe, judicious policy. It might have been difficult to have found ways of expending £1,336,000 five years ago, but it is not so now, and however it is spent, providing that ordinary judgment and care be exercised, it will sure to yield a handsome return. It is said that the contraction of such a debt will load us with such a burden as the Colony will be unable to stand. It is pointed out that £1,336,000 carries with it a large annual sum for interest, and no doubt such is the fact. What the Gov-

ernment propose to do, is, at one sweep—and it is of no use hiding it—to as nearly as possible double the debt of the Colony by a single loan. The interest on that sum at 4 per cent. would be about £52,000, and if we add to it the Sinking Fund it will reach about £65,000. Such being the case it is asked, Where is this fund to be found? It is a remarkable fact—one which anyone who examines the statistics of this Colony will find testified to with surprising exactitude in this little *West Australian Year Book*—that every additional soul to our population adds £4 per annum to our Customs revenue. If we look at the result of the last loan of £525,000 we shall find that it has added as nearly as possible 10,000 people to the population. The present proposed loan may be expected to add three times as many, but to keep it within the mark say only 25,000. The increase in the Customs duties with that increment to the population will be no less a sum than £100,000. Besides this, those who examine the statistics of this Colony will also find that the general revenue also increases as does the population and the growth of Customs revenue. Therefore, in the course of three years, which is the time I assume it will take to expend this loan, I take it that our income as a whole will be much larger. We shall have an extra £100,000 from the Customs, and about the same amount added to the general revenue. This will bring the revenue of the Colony up to £600,000, which is a revenue I need hardly remind hon. members that closely approximates to that of Tasmania, a Colony which contains only about one-fortieth the area this Colony does. With the revenue of a little over £600,000 that Colony has not been afraid to burden itself with a debt of over £5,000,000, and they bear it with ease and comfort. I press, Sir, the case of Tasmania. That Colony, as I have said, contains only about one-fortieth of the area of this Colony and a very large part of the land is absolutely worthless. To a great extent the energy and enterprise which I believe to prevail here, are lacking there, but they have not been afraid to contract a debt of £5,000,000 and raise themselves to a condition, I need not say of civilisation, but of comfort and happiness, to

which too many in Western Australia are strangers. What is the area of Western Australia? One million square miles. In other words it is precisely the area of Victoria, Queensland and New South Wales all rolled into one, and we are told that this enormous area, with its timber industry, its pearl shell, its wool, its agriculture, its tin, and gold and possibly coal, lead, copper, and other industries, is not able to afford an indebtedness of £2,700,000. I will now leave the subject. It will come before us again when the Loan Bill is presented to us. Then every argument I have now used can be supported by ten others, and perhaps ten times more forcibly than those I have now used. I think the Government have done well, and deserve the thanks of the whole Colony for presenting to us this comprehensive, judicious and progressive policy. They have perceived what everyone outside this Colony perceives, although I am afraid there are still some in Western Australia who are yet wilfully blind to the fact that for us the tide is on the flow. They notice that the openings in the other Colonies are closing up; that the surplus population of England is growing more and more; they see men looking about to find new homes in a new land, men not only with capital in their pockets but that equally valuable class, whose capital is in their brain or muscle. The Government say to these, Come to this land, and to show that their invitation is no barren one they say, "We shall show you the confidence we ourselves have in the land we invite you to." By the proposal of the Government they in effect say: We are not men too lazy to develop our resources; we are not men indifferent to the progress of our own Colony and who call on you to make it, not only a place of pleasure, but of profit; but we ourselves are prepared to take this risk; we ourselves will show you the path, and I say Sir, that in doing so the Government is striking that grand key-note, which I hope will herald in that policy which will continue to govern Western Australia for many a generation to come—a policy in which, I believe, every wise, every patriotic, and every far seeing son of the Colony will consider it his duty to say, God speed you in the work you

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 townsites *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

it is not proposed to borrow all the money at once. I think we should go in for the whole amount at once, even if we lodged it in the Banks at $\frac{1}{4}$ per cent. less than we paid. I am glad to see that we are about to have an Agent-General of our own. The Crown Agents have certainly shown wonderful energy at times over details, but on the other hand they have failed in larger things, and on the whole a gentleman who knows the colony and is thoroughly acquainted with the colonists would be of much greater service to us, and in my opinion no gentleman other than one possessing these qualifications should be appointed. We want a gentleman sent from the colony—not a gentleman chosen at Home for the sake of saving a little in the matter of salary. In conclusion let me say how satisfied I am that, notwithstanding the depressed times we have gone through, we have ended the year with a credit balance of £45,000.

THE HON. R. E. BUSH: I have read the Speech, sir, with a considerable amount of interest, and it is with regret that I find no reference to the great work that has been done for this colony by the old Governments and the old settlers. I think we are greatly indebted to those brave, loyal and persevering men, who for the first 40 or 50 years of the existence of this colony have prepared the way to the present state of affairs, and it is with considerable regret that I do not find some slight tribute paid to the acts and deeds of those who have now passed away. Of course, sir, to us the most interesting portion of the Speech is contained in paragraphs 7 and 8. In looking at them and seeing what works are to be carried out it must strike everyone that the amount of the proposed loan is altogether insufficient. I am glad to think, however, that many of these works which are set out will not come before us for our serious consideration. I hope the first work on the list, and I trust, that, because it is placed first, it is not considered to be the most important, will not receive any very great amount of support. I myself do not pretend to know much about the country through which it will pass; I can only judge from the opinions of those who know it and are consequently better qualified to give an opinion. I notice from the

report of the Agricultural Commission that one gentleman, who is now a member of the other branch of the Legislature, gave evidence and distinctly and emphatically pointed out that there was nothing to support the railway, and therefore it would be a waste of public money to construct it. After reading this evidence I am surprised that the Government should include such a work in their loan policy. I will refer shortly to the evidence the gentleman to whom I refer, gave. At question 2948 he says: "I should be very sorry to invest my money in the railway. I don't believe a railway between here and Perth would pay for a generation. That's my belief, and I am afraid a good many persons are of the same opinion privately, and advocate it merely for the sake of the expenditure which would come in its train while in course of construction." It seems to me that the latter part of that evidence must have been the object of including this railway among the other works. As my hon. friend, Mr. Wright, has said, this district is well served by the steamers at the present time, and probably in the near future it will be still better served. In answer to question 2949, Mr. Cookworthy, who is the gentleman I refer to, says he does not think a railway to Perth would largely increase production, and he says that nearly all the dairy land is now in the hands of private individuals. At question 2950 he says they can send everything now, except cattle, by steamer, except for the inconvenience of shipping at night, and cattle go nearly as well by road as by rail. He goes on to say that he does not think the cultivation of potatoes could be very largely increased, and as far as increased settlement goes he does not think there is much room for it in the district. Pressed about the railway he says he does not know whether it would pay to make a railway to send a few fowls. Further on he says there are very few places in the district that will grow hay, and that the main cause of agriculture being, so to say, non-existent in the district is that there is so little land fit for it. I am quoting the opinion, sir, of a man who must know this district better than I do. The opinion seems to be a thoroughly honest and disinterested one, and as it is an

opinion so emphatically given, we have no reason to suppose that it does not exist to-day. The railway to Yilgarn will, I think, be a justifiable work as soon as provision is made for a water supply there. It would be premature, in my opinion, to build a railway to any place where there exists no water supply. For my own part I would favor a large expenditure for a water supply being incurred, and I shall be prepared to support this item in the Loan Bill. The railway to Mullewa will be shown to be a fairly profitable work. Hon. members, in considering this proposal, must not forget that we have splendid prospects of a goldfield within fifty or sixty miles of what will be its terminus; besides which there will be a considerable traffic from the wool one way, and return stores the other. As to the Harbor Works, I can speak feelingly on those required at Carnarvon. At the present time there is an enormous jetty there, but unfortunately nothing larger than a dingy can get up to it. I hope, therefore, that the proposal to purchase a large steam dredge will be carried through, not only for the benefit of Carnarvon, but also for the improvement of Geraldton, and other important ports. As regards the lighthouse at the Leeuwin, I consider we are not in a position to undertake it. There is not a sufficiently large number of shipwrecks there, or loss of life, to warrant the expenditure. The telegraph line from Flint Cliff to Freshwater Camp is certain, I think, to prove a remunerative work. There is now a large population at Sharks Bay, and telegraph communication is much required. I will not refer further to the works proposed, except to say that not one half of them will prove remunerative, either directly or indirectly. It seems to me that they have only been put forward in this way to see what support would be enlisted to what I consider an ill-prepared and ill-considered loan policy.

THE HON. W. D. MOORE: I think, sir, if hon. members give their opinions now on some of the works which are brought forward in the Speech it will enable the Government to better judge what they are doing, and perhaps it may lead to some of the works, which are not now considered desirable, not being

brought forward. I do not think we are in a position to undertake all the works mentioned at the present time, nor are we in a position to borrow this very large amount of money. They are no doubt very legitimate undertakings, but surely we must not commence too much at once. With regard to the railway to Bunbury I think we should pause a long time before we think of it, for it is not a work that is likely to pay expenses for many years to come. I have been over the country and know it well. Also with regard to the line to Yilgarn, I think we should better satisfy ourselves as to the capabilities of the mines, before committing ourselves to it. The Railway to Mullewa must, I think, eventually be undertaken, as it will be the outlet for a large pastoral district, and will prove to be a line that is fairly remunerative. As to the Harbor works at Fremantle, everyone who is connected with the commerce of the colony must know the difficulties there are in carrying it on, and unless some better accommodation is provided at our chief port business will be very much impeded. We do not know what the Harbor improvements at other places are to consist of, and therefore it is premature to say anything about them. As to the telegraph extensions from Flint Cliff to Freshwater Camp, in Sharks Bay, and from Beverley to Broomehill, they are not very costly works, and are such as will pay the interest on the outlay. There are now a large number of people at Sharks Bay, and the necessity for telegraphic communication is very frequent. I think the most pressing work for the Government to undertake is to supply water on the Goldfields. As to the lighthouse at Cape Leeuwin, I always understood it was a work all the Colonies would join in, and as we shall get the least benefit from it I do not think we should undertake it unless they supply their proportion of the funds. Additional rolling stock must be provided for the Eastern Railway to enable the ordinary traffic to be carried on. I have only made these few remarks now in order that the Government may know what are the opinions of each hon. member, so that, if they find a majority against any of these works, they may not be led to bring them forward.

THE HON. E. R. BROCKMAN: I have no intention, sir, of following hon. members in a reference to all the works suggested. One hon. member having made some allusion to the evidence taken before the Agricultural Commission, I thought I would just like to say a few words confirmatory of what he said. Before dealing with that, however, I should like to remark that we have reason to congratulate ourselves on the *personnel* of the first Ministry, and I may say it is my desire to see them continue in office as long as possible. The borrowing of a large sum of money quite meets my approval, but of course its mode of expenditure is what we have to look to. With reference to the evidence which Mr. Bush quoted, and which was given by a personal friend of mine, I shall say little, except that the gentleman who gave it was in rather a contradictory mood when he was examined, and I believe that he has since contradicted what he then said. Another gentleman who was then examined gave some strong reasons for the construction of a Railway to the Vasse, but it does not appear in the evidence. He was asked the lowest price at which he could produce wheat. He said he got 40 bushels to the acre, but could not sell under 5s. a bushel. I asked him if that meant at his barn door, and he said it did. I said, "Why you want a railway," and he replied, "Why, did you not ask me that question first." Then another friend of mine was asked what he thought the place was most suited for, and he said, "I think it is better suited to the production of children than anything else." There were a great many other amusing things said, but these I need not mention now; though really, sir, they held out no inducement for the construction of the railway to Busselton.

THE HON. R. W. HARDEY: I will make a few remarks on the Speech at the present time, so that they may be a guide to the Government as to my views. I am sorry to hear from what has been said that the people of the South have a very bad opinion of their own country. I always thought that they had good country. I for one should certainly support the line to Busselton, for I know the country is good and that the line is required. It must be remembered, too, that unlike other parts the route is

more or less populated. It has been said that the wants of these districts are supplied by the steamers; but there are many complaints about them, and they are not at all satisfactory if trade is to be developed. As to the question of harbor works at Fremantle, I shall be glad, if anything is done, to see the river mouth opened up. If that be not practicable then I should like to see Owen's Anchorage made the harbor. I think it would be a great pity to push on the Yilgarn Railway at the present time. What has been done at the fields up to now does not, in my opinion, warrant the line, and, moreover, I agree with the hon. Mr. Morrison that this should be made to form part of the trans-continental railway. With regard to the lighthouse at Cape Leeuwin, I also agree with the hon. Mr. Morrison that the work should be constructed by the whole of the Australian Colonies. Having referred to the principal of the Government proposals, I shall not allude to the rest until they are properly and definitely brought before us.

THE HON. J. H. MONGER: In reference to the Bunbury Railway I am not now in favor of it, and I do not know that I shall be. When I was there I asked a man what it cost him to grow potatoes, and he said about £1 per ton. I asked him what yield he got and he replied, "From six to eight tons per acre." I then asked him what he could deliver them for, and he said he could not do it under £6 per ton. He added, "I get that for them here where I dig them." I asked him if he could not let us have them at £4 per ton? He said he could not. The railway to the Eastern goldfields is, I think, premature. We want one thing there, and that is water. To obtain that I would be prepared to go to almost any extent, but as regards the railway I do not think it justified until we know something more definite. The other proposed works I will refer to when they come before us.

THE HON. E. HAMERSLEY: Of the gentlemen selected to form our first Ministry, I can only speak in the highest terms. A more able and conscientious body of men could not have been found in either the House or the Colony, and I fully believe they will meet with a large measure of support, but they must ex-

pect, and I do not doubt but that they will meet with, on one or two points, a fairly dissentient amount of criticism. With regard to the Yilgarn railway I quite agree with what the hon. Mr. Bush has said. The first thing is to secure a supply of water, and having done that we can consider the question of a railway. The Busselton railway I should throw out at once without any consideration, for it is not required. All the things mentioned in the Speech are of course very nice if we could afford them; but this is a work that, at any rate, we should leave till the last. As regards the amount of the proposed loan, I feel convinced that Ministers have gone into the question carefully, and it is possible that they are well acquainted with the cost of each of the works, but it seems to me a small amount for so many works, and I would prefer, if we are going in for public works, to see them carried out properly. However, we cannot control the other House—we can advise, but not control; still I should certainly like to see them obtain more information about these works, before agreeing to them, than is before us at present.

THE PRESIDENT: The hon. member is quite mistaken in thinking that this House can do nothing.

THE COLONIAL SECRETARY (Hon. G. Shenton): Allow me in the first place, sir, to thank hon. members for their kind expressions of opinion towards the other members of the Government and myself. I can assure them that the Government appreciate the good wishes that have been expressed, and I can only say that, in accepting office, we had only one object before us—to advance Western Australia, and bring forward such measures as would tend to develop the resources of the colony. The Hon. Mr. Hackett has referred to the latent resources of the colony, and the Hon. Mr. Leake has referred to the strangeness of the fact that these Eastern Goldfields were discovered just as the agitation for a change of Government took place. Now it is these resources that the present Government intend to do all they possibly can to develop. Of course the Government are open to fair criticism. We do not expect that every undertaking we propose will meet with the approval of hon. members; but when we bring forward those works

which are most urgently required for the development of the colony, we have done all that we can. At this time I do not think it is necessary for me to go into the details of each particular work, the proper time for me to do that being when it becomes my duty to lay the Loan Bill before hon. members. At that time I feel certain I shall be able to explain away a great deal of misconception that exists in reference to some of the works mentioned in the 8th clause of the Governor's Speech. The Hon. Mr. Morrison, in speaking of the Yilgarn Railway, said he considered it not right to call upon 40,000 people to contribute towards such a railway; but I think we shall do nothing with these fields until we provide some more convenient means of transit than exists at present. We have only to think of the enormous cost at the present time of conveying the plant, machinery, and supplies of food to these fields to see how it must cripple the mining enterprise. Again, look at the time it takes any person, after leaving York, to reach the goldfields and return; and this, too, prevents their development as rapidly as they otherwise might be. A railway there would also have the effect of preventing what is generally known as scrip mining, because then the owners of the mines would have an opportunity of going out and ascertaining for themselves what was being done. In reference to the vexed question of the Perth-Busselton Railway, although many hon. members have a great objection to it, I think when the Bill comes before them I shall be able to supply such information as will satisfy them as to the advisability of constructing the line. I cannot help thinking that the gentleman referred to by Mr. Bush must be a near relative of another gentleman who himself lived upon one of the most fertile portions of the country and yet who cried it down, and said it could not keep a sheep. Unfortunately for him some inquisitive person went up and inspected it, the consequence being that the country is now thickly populated. The information I think I shall be able to put before hon. members will show that there is good land there, which only wants a railway to develop it. Exception is taken by some hon. members to the Yilgarn Railway being constructed out of money borrowed

by the country, they being of opinion that it would be better to construct it on the land-grant system, and make it portion of a transcontinental line. It is suggested that the question should be put before the Federal Convention, which is to meet in March, when the whole of the colonies might be asked to join in the cost. Of course the Government would be glad to join in any scheme of that kind, but in the meantime they cannot be idle; they must take some steps to overcome the want of means of communication, so that the fields may not be kept back, and therefore it is one of the works that the Government propose to carry out. The policy of the Government is clearly explained in paragraph 10 of the Speech, which says: "My Ministers confidently believe that the policy of public works now recommended to Your Honorable House will be productive of great benefit to the Colony. It will, they are confident, attract population, develop our mineral resources, encourage the settlement of the land, greatly increase facilities of transit, and will be the means of placing the people of the Colony in a position to develop its great and varied resources." That, sir, is the policy we place before hon. members, and if it meets with their approval we shall be able to carry it out. I would like hon. members to look round and see the effect of the railways which have been recently opened. When I went over the Great Southern Railway for the first time there was not a single settler along it. When I went over it only a few days ago it was surprising to see the difference. There were farms and townsites springing up all along the line, and I would ask hon. members have we not a right to expect that a similar result will take place with the railways that the Government propose to build? The Government has endeavoured to take a broad and comprehensive view of the whole colony, and by a system of public works, properly considered and carried out, do something which will place the colony on a proper footing as regards her neighbors. A great deal has been said about the inexpediency of borrowing further; but I would ask, sir, why should not the colony as a whole do what its individual members do? Do not the holders of runs borrow money to improve them? Are they afraid to borrow for the

development of their holdings? I shall not, however, detain the House longer. Our policy is before hon. members, and we have done the best we could in the time at our disposal. It may not be perfect, but I cannot agree with the hon. Mr. Bush that it is an ill-advised and ill-considered policy. On the contrary, I am sure by the kindly remarks which have been made by hon. members, and for which I thank them, it is a policy which will meet with the approbation, not only of members of this House, but also of those of the other branch of the Legislature.

The motion for the adoption of the Address-in-Reply was then agreed to.

ADJOURNMENT.

The Council at 8 p.m. adjourned until Tuesday, 27th January, at 3 o'clock.

Legislative Assembly,

Thursday, 22nd January, 1891.

Water Supply, Yilgarn Goldfields—Address-in-Reply;
adjourned debate—Adjournment.

THE SPEAKER took the chair at 7-30 p.m.

Prayers.

WATER SUPPLY FOR YILGARN GOLDFIELDS.

MR. HARPER: I wish to ask the Minister of Works and Railways what steps have been taken by the Government since the last session of the Legislature, and what further steps are proposed by the Government to provide a water supply for the Yilgarn Goldfields?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied, as follows: Since the last session of