

Legislative Council,

Wednesday, 2nd October, 1895.

Insufficiency of Rolling Stock on Railways—Parks and Reserves Bill: recommitment—Wesleyan Methodists (Private) Bill: first reading—Roman Catholic Lands (Private) Bill: first reading—Assisted Schools Abolition Bill: first reading—Crown Suits Bill: Legislative Council's Amendments.—Adjournment.

THE PRESIDENT (Hon. Sir G. Shenton), took the chair at 1.30 o'clock, p.m.

INSUFFICIENCY OF ROLLING STOCK ON RAILWAYS.

THE HON. F. T. CROWDER: I have now to move: "That in the opinion of this House, the Government should take immediate steps to thoroughly equip the present railway lines open for traffic in this colony with rolling stock." I had hoped that it would not have been necessary for me to have moved this resolution, because, last session, in answer to several questions which were put by me, the then leader of the Government in this House told us that everything possible was being done to properly equip the railways of the colony. On September 5th of last year—now more than 12 months ago—I asked the then Colonial Secretary:—

"(1.) If the Government were aware that many industries dependent upon the Government railways for haulage were being ruined, and the public generally seriously inconvenienced, through the railway department being unable to supply their demands for trucks to carry on their business?"

"(2.) What steps the Government had taken to supply haulage power and sufficient trucks to meet the present requirements?"

"(3.) If the Government had any railway trucks ordered that would arrive here within a month, or the makings of any such trucks that could be put together here within such period? If not, did they not consider it necessary, in the interests of the colony, and to save the public further loss, that they should immediately take steps to import from either South Australia or Victoria, sufficient trucks to meet the present pressing demands?"

The then Colonial Secretary (Mr. Parker) replied:—

"(1.) The Government are not aware of any

"industries being ruined through the inability of the Railway Department to supply trucks. Complaints have been made of the want of trucks at times when there were an unusual number of steamers unloading at Fremantle, but every effort is made to meet the requirements of the public.

"(2 and 3.) Four engines have lately been obtained, and indents have been sent to England for a further quantity of rolling stock, to be shipped as early as the manufacturers can supply it. It is not at present intended to import trucks from any of the other colonies."

That was the reply then, but I can assure hon. members that things are, to-day, worse than they were when I asked these questions. Although the Government, at that time, were not aware that the industries along our lines of railway were being ruined, they must have known that people were carrying on at a rate that did not pay. I take it that people living alongside railways have had sidings put in, believing that the Government would afford to them a proper supply of trucks; but such has not been the case. Sometimes these people have been able to get a few, and at other times none for a week. I can speak in regard to several companies, and I may point out that in the case of the Perth Gas Company, shipment after shipment of coal has arrived at Fremantle, and has had to be taken away again, because the Government have not been in a position to supply the rolling stock into which to unload it. Complaints have been made, and the only reply that could be obtained was that the available rolling stock was required to relieve the pressure on the jetty, owing to two or three ships coming in together. I need only point out to hon. members the seriousness of this case by assuring them that, if a strike were to take place in the other colonies in connection with the coal mines Perth would be in darkness in less than three weeks, because, at the present time, the Gas Company has only about equal to three weeks' supply of coal on hand, and this in the face of their contract by which they should have delivered to them so many hundred tons per month. They are now faced with a new difficulty, because they have contracted to get four shipments of 600 tons each—one shipment every three months. If a shipment arrived and it could not be unloaded, the Gas Company would be liable for from £30 to £50 a day for demurrage. I say this is not fair.

Then with regard to the Greenmount Quarry Company, they are being served in the same way. Sometimes, for three or four days together, 30 or 40 men are idle owing to the Company not being supplied with trucks. I will say, as far as the Traffic Manager is concerned, that I believe he does every mortal thing he can to meet the requirements, but it is impossible for him to work the railways satisfactorily when he has not the rolling stock at command. Seeing that no difference has been made during the last twelve months, I asked the Minister for Mines, a few weeks back, the following questions:—

1. What number of railway trucks, high and low-sided, had the Government under order.

2. When might they be expected to arrive in Western Australia.

3. When would they be available to the public.

4. Had the Government any material for building trucks on hand.

The Minister for Mines (Hon. E. H. Witte-noom) replied as follows:—

1. 50 sets ironwork for timber floats; 50 sets ironwork for low-sided waggons; 50 sets ironwork for high-sided waggons; 11 bogie freight vans, each of which is equal to two ordinary high-sided waggons.

2. About end of this month, per *Gulf of Genoa*.

3. About four weeks after receipt of ironwork.

4. The material for building trucks is ready. Even supposing these trucks were put into circulation, they only amount to 150—a quantity which, at the present day, is simply useless. If the Government had 1,000 trucks, I do not hesitate to say but that they could be made use of, and would pay. When we look at the reply given by the Commissioner of Railways, in another place, when he stated that it takes twelve months after an order is given for the goods to arrive, I think it is necessary that we should take some steps in the matter, and draw the attention of the Department to the fact that there are more places in the world than one, where rolling stock can be obtained from. I do not think hon. members will hesitate to support me in this resolution, if they will listen to the few extracts I shall read from the evidence which was given by Mr. Davies, the General Traffic Manager, before the Civil Service Commission. He is asked—

"4,163. Have you a sufficient supply of "rolling stock for the requirements of the "railways?—No.

"4,164. In what respect is there a deficiency?—There is a deficiency in the engine "power, in the coaching stock, in the live stock "waggons, and in the waggons for general "traffic.

"4,165. To any considerable extent?—Yes, "to a considerable extent.

"4,166. Do you find that this deficiency "interferes with the working of the traffic?— "Yes.

"4,167. Then, I take it, there are frequent "delays in the conveyance and delivery of "goods?—No delays in the delivery.

"4,168. In the transport?—No delays; but "we disappoint our customers, because we "cannot supply the necessary waggons.

"4,169. Then there is a delay occasionally "in sending forward goods?—There have been "delays at Northam, for instance, in sending "forward the traffic to Southern Cross, owing "to the department's inability to provide "haulage power.

"4,170. Have you received complaints from "the outside public?—I have received no "complaints.

"4,171. No complaints as to the delays?— "The delays do not amount to more than 12 "or 18 hours.

"4,172. Goods are not delayed for a week?— "No.

"4,173. By the Hon. D. K. Congdon.—It was "so in the past?—Yes, about 18 months ago.

"4,174. But it is not the case now?—No.

"4,175. By the Chairman.—Are there any "instances in which goods are lost in transit? "—Yes."

"4,301. Then you do not think it is desir- "able to make the arrangements Mr. Bate "man suggests?—Certainly not.

"4,302. The question I would like to ask is "whether you stated that the rolling stock "was insufficient?—Yes.

"4,303. Of all descriptions?—Yes.

"4,304. But you have rolling stock on the "way now?—I do not know whether it is on "the way. It is under order.

"4,305. Who orders the rolling stock?— "The order is sent home by the Premier. The "Premier receives the advice from the Com- "missioner of Railways, who receives his "advice from the Engineer-in-Chief.

"4,306. From whom does the Engineer-in-

"Chief receive his advice?—As a rule, from myself.

"4,307. Is it taken in every instance?—No, not in every instance.

"4,308. Say you want 40 or 50 carriages or a couple of hundred trucks, you make this known to the Engineer-in-Chief?—To the Minister.

"4,309. Then the order goes home to England. Are you quite sure that what you want will be forthcoming?—It is not always that the goods I ask for are ordered. I simply make my recommendation, and there is an end to the matter, so far as I am concerned. Of course, money is not always plentiful.

"4,310. Some 12 or 18 months ago there was a great outcry that people could not get their stuff in trucks away, for want of haulage power. How are you off for haulage power?

"—Badly off. We are overworking our engines. Roughly speaking, there are six or eight engines under repair, and we have to do double work with the engines remaining. It would be far better and cheaper if the Department had an ample supply of engines, so that they could be properly overhauled and repaired.

"4,311. If you had this haulage power, the work on the railways could be done at a cheaper rate?—Certainly. It is far more expensive to work the engines overtime than otherwise.

"4,312. Are you aware that any more are on the road?—There are none on the road but seven or eight are under order.

"4,313. Have you plenty of rolling stock in the way of carriages?—Not at the present time, but there some under order.

"4,314. Will you have enough when they reach you?—It will be nine or twelve months before we can get them all.

"4,315. They are sent out in pieces?—They are first erected at home, and then taken to pieces, and when they come to Fremantle in cases they are put together.

"4,316. Do you think you will then have a fair supply of rolling stock?—I consider that the supply will be fair for present requirements.

"4,317. Do you include the Murchison and Coolgardie lines?—I include all existing railways. For the railways you have mentioned I have asked for additional stock. I believe I am correct in stating that the funds are insufficient to procure them.

"4,318. In regard to trucks, how are you off for them?—At present we are fairly well off, although there are not quite sufficient for all departments. There are about 200 under order for the existing lines, and I believe, if we get 200, more we shall be able to meet all requirements.

"4,319. How many have you altogether?—About 1,500.

"4,320. And that is not sufficient?—No. In 1891 we had about 300 waggons. The traffic has increased so rapidly that we now find 1,500 is not sufficient to meet our present requirements. Of course I have heard people complain that we do not get carriages and trucks. I remember last May that the travellers so increased between Fremantle and Perth that we had not enough carriages, and we had to get other vehicles in order to cope with the traffic.

"4,321. I know there was an outcry at the time?—Yes. The Traffic Department is not to blame. If the recommendations we made were approved of, we should have had a sufficient supply of rolling stock.

"4,377. Again, for a new line, how do you estimate the rolling stock you will require for it; is there any set rule of having so many carriages to so many miles of line?—As a rule we estimate the traffic, and then we know what stock is required to convey it.

"4,378. Take, for instance, the railway to Cue and Coolgardie; do you prepare an estimate in detail of the rolling stock you will require for them?—Yes.

"4,379. Can you tell us whether the whole of the stock you consider you require has been ordered?—No; it has not been ordered.

"4,380. Not any portion of it?—I do not think so.

"4,381. Did the estimate of your requirements for these lines go to the Commissioner?—To the Engineer-in-Chief.

"4,382. Was any reason given why it was not ordered?—Want of funds, I believe.

"4,383. The whole of it was struck out; not a portion of it?—The whole of it, I believe.

"4,384. Have you ever expostulated with the Engineer-in-Chief for not ordering what you required?—I do not think he could help himself in any way. It is a matter for Parliament to provide the funds.

"4,385. How long ago is it since your es-

"timate was sent in?—Four or five months ago.

"4,386. Not more than that?—I believe about that.

"4,387. It was not before the last session of Parliament?—I believe it was four or five months ago. I can give you the exact date by referring to the papers.

"4,388. Then, please, let us have it. I would like you also to give us a detailed copy of the indent you prepared for the Coolgardie and Cue Railway?—Very well.

"4,389. When a railway is built, and it is starved for want of rolling stock, does it not materially increase the cost of working the railway?—It does, and also increases the difficulties of the Traffic Manager.

"4,390. To a great extent, I presume, you attribute to this cause the difficulties you had 12 or 18 months ago when the jetty was blocked?—Yes. I have been put to a great deal of trouble for want of rolling stock and accommodation.

"4,391. If you had had the stock it would, I take it, have cost the country less to carry the traffic?—There would have been less handling, and, consequently, a reduction in the working expenses.

"4,392. Can you tell us how the working expenses would be increased?—In the first place we receive goods from the ship; they are then taken to the warehouse, and stacked up many feet high; other cargo is then brought in and stacked in front of, or between the first lot. From time to time the stacks are multiplied, and then, when we come to handle the original stock, the cost of extricating it is of course considerable, whereas, if we had a sufficient number of trucks we might possibly take the cargo straight away *ex ship*; if not *ex ship*, we could immediately load it from the warehouse after discharge *ex ship*.

"4,393. I presume you have pointed this out to the Commissioner of Railways?—Yes.

"4,394. And have shown him that the cost of working the railways is more than it should be, owing to the insufficiency of the rolling stock?—Yes, and for want of accommodation."

"4,399. By the Hon. D. K. Congdon.—At our last meeting we asked you to get us some returns. Have you got them?—Yes. The first you asked me for was for the particulars of the rolling stock I had requisitioned for, the Southern Cross - Coolgardie Railway.

"On 12th January, 1895, I sent the following memorandum to the Engineer-in-Chief.—

SOUTHERN CROSS-COOLGARDIE RAILWAY
ROLLING STOCK.

Perth, 12th January, 1895.

"THE ENGINEER-IN-CHIEF—

"The following is my estimate of the Rolling Stock required for this Railway, in addition to the Rolling Stock now in use and under order, viz:—

6 Locomotives (Class G), estimated cost	do.	...	£18,000
6 Composite Carriages,	do.	...	4,200
4 Bogie Brake Vans,	do.	...	1,600
12 Bogie Cattle Waggons,	do.	...	4,800
12 Bogie Sheep Vans,	do.	...	3,200
6 Horse Boxes,	do.	...	1,800
20 Covered Goods Vans,	do.	...	5,000
100 High-Sided Waggons,	do.	...	10,000
100 Low-Sided Waggons,	do.	...	10,000
12 Travelling Water Tanks,	do.	...	1,440
2 Powder Vans,	do.	...	240
2 Sleeping Carriages,	do.	...	1,600
2 Cold Storage Cars, 30 to 40 feet long,	do.	...	800

Total £62,680

J. DAVIES,

General Traffic Manager.

"4,540. And none of that has been indented for?—No. I shall be able to explain the position presently.

"4,541. By Mr. Simpson.—The track is about 120 miles?—115 miles.

"4,542. Then you estimate about £500 a mile for the rolling stock?—That is so. On the same day I sent the following to the Engineer-in-Chief:—

MULLEWA-CUE RAILWAY ROLLING STOCK.

"THE ENGINEER-IN-CHIEF—

"The following is my estimate of Rolling Stock required for this Railway, in addition to the Rolling Stock now in use, and under order, viz:—

4 Locomotives (Class G), estimated cost	do.	...	£12,000
6 Carriages (Composite),	do.	...	3,200
2 Sleeping Carriages,	do.	...	1,600
8 Bogie Brake Vans,	do.	...	3,200
14 Bogie Cattle Waggons,	do.	...	5,600
12 Bogie Sheep Vans,	do.	...	2,400
5 Horse oxes,	do.	...	1,500
25 Covered Goods Vans,	do.	...	6,200
150 High-Sided Waggons,	do.	...	15,000
150 Low-Sided Waggons,	do.	...	15,000
2 Powder Vans,	do.	...	240
2 Cold Storage Vans,	do.	...	800

Total £67,740

"J. DAVIES,

General Traffic Manager.

" 4,543. By the Hon. D. K. Congdon.—What is the length of the line?—230 miles. This is how the matter stands at present. On the 1st February the Engineer-in-Chief wrote to the Commissioner of Railways as follows:—
 " 'As you will see from the figures now supplied by Mr. Jull, hereunder, there is only some £27,000 available towards complying with Mr. Davies' request, which amounts to £130,420 for the Coolgardie and Cue Railways, and shown hereunder. That is to say, Mr. Davies' request is an excess of the rolling stock already ordered to the amount of £62,680 for the Coolgardie, and £67,740 for the Cue Railway, making in all £130,420 as above, against which we would appear to have funds available to the extent of £27,000 only.'

" 4,544. By Mr. Simpson.—What does 'funds available' mean? There is provision in the last Loan Act for the construction and equipment of these railways. Equipment covers the rolling stock, does it not?—Covers it to the extent of £27,000 only, and that is the difficulty we experience. We cannot get the lines sufficiently equipped.

" 4,545. But the Southern Cross-Coolgardie Railway contract was let at £875 per mile. The estimated cost was £2,500 per mile. This leaves a balance of £1,625 per mile for rolling stock, plates, and fastenings. What is the average cost of the plates?—I am not in possession of the cost.

" 4,546. Then, really, the contract price is only about one-third of what the line actually costs?—The Engineer-in-Chief would be able to explain the expenditure.

" 4,547. Then there is only £27,000 available for what you want £130,000?—That is so.

" 4,548. By the Hon. D. K. Congdon.—The money for the Cue and other railways is included in the Loan the Government are now putting on the market. Have they expended the money before they have it in hand?—I mean they have only £27,000 available towards purchasing the rolling stock.

" 4,549. By Mr. Simpson.—Only £27,000 has been allowed in the estimate for it?—Yes.

" 4,550. And you cannot run the line with it?—I consider what I have asked for is necessary.

" 4,551. And you are in the position to know what is required?—I consider I am in the best position.

" 4,552. Did the matter go any further than you have told us?—Yes. I have received a memo. from the Engineer-in-Chief, telling me that only £27,000 is available, and asking for my advice, which has not been submitted yet.

" 4,553. By the Hon. D. K. Congdon.—On receipt of that communication, what course did you take?—I have just answered that. The matter is in abeyance.

" 4,554. By Mr. Simpson.—What is your advice?—I can hardly tell you.

" 4,555. You cannot do work without stock?—That is my difficulty. There are outcries about the insufficiency of the coaching stock, I have not got it, and therefore I cannot supply it; but the position has been pointed time after time to the authorities.

" 4,556. When they were compiling the Loan Estimates for the House, do they send to you first to know what you require?—I believe this is the only instance in which it has been done.

" 4,557. And that was on the 12th January this year?—Yes.

" 4,558. And the Loan Bill was submitted to the House last year?—Yes. I sent in my recommendation on 12th January, in reply to Mr. O'Connor's memo. of 24th December 1894.

" 4,559. By Mr. Solomon.—If the railways are properly equipped, a larger expenditure will be involved than has already been authorized?—Yes.

" 4,560. By the Hon. D. K. Congdon.—The railways are starved for want of rolling stock?—They have been starved, and are still more or less starved.

" 4,561. By Mr. Simpson.—And you cannot satisfy the public with less stock than you have estimated for?—No.

" 4,562. And the position, you must take up therefore, is that you must confirm your previous memoranda?—I shall go into the details carefully.

" 4,563. You cannot cut your estimate down 75 per cent.?—Oh, no. When we have traffic to handle, the public expect us to have facilities for dealing with it.

" 4,564. I suppose a lot of the stuff you have

"to handle is perishable?—All goods require
"to be dealt with quickly.

"4,565. I suppose in making your estimate
"for the Cue line, you have computed that
"there will be a large timber and coal traffic?
"—No.

"4,566. The matter of the carriage of fuel has
"not been brought under your notice?—No.

"4,568. By the Hon. D. K. Congdon.—The
"result of the shortness of rolling stock is that
"the railways cost more for working?—Yes.
"As I have said before, we have to handle the
"goods more; and every time we handle
"goods it means expense.

"4,568. By Mr. Simpson.—When you renew
"rolling stock, the cost is charged to revenue?
"—Yes.

"4,569. Is it possible then that they can
"make up the difference between what they
"have and what you require out of your
"revenue returns?—It is possible, but it
"would be very unfair to do it. New stock is
"a fair debit to capital.

"4,570. You have not replied to the Engin-
"eer-in-Chief yet?—No.

"4,571. You have not remonstrated with him?
"—I may say my difficulties are also the
"Engineer-in-Chief's difficulties. He cannot
"get the stock if the funds are not forth-
"coming.

"4,572. Can you give us some idea of what
"stock you have been supplied with on the
"Southern Cross Railway with?—We know
"the contract price was £875 per mile. The
"line is 168 miles long, and you have had
"about £350,000 for it. Did the balance go
"for rolling stock?—The Engineer-in-Chief
"will be able to answer that.

"4,573. Have you had £200,000 worth of
"rolling stock?—Have you had £100,000
"worth?—No; I do not think so."

It is not necessary for me to go all through
the evidence, but he showed that, although he
estimated the rolling stock requirements for
the Mullewa-Cue and Southern Cross railways
at £130,420, only £27,000 could be afforded, and
the explanation given by the Department was
that they had not sufficient funds to do more.

do not know where the fault lies, and I am
not here to find out. I rather move this
resolution to strengthen the hands of
the Government, and enable them to
get more funds, because it is shown
in this evidence from gentlemen to whom

we pay large salaries, and who may be
considered competent men, that the railways
could be worked far cheaper, and at a greater
rate of profit, if they were properly equipped
with rolling stock. What we have now is
perfectly inadequate, and when we remember
that in less than six months' time the Cool-
gardie line will be opened, I do not know what
is to be done. Besides this, it is contemplated
to remove the Workshops from Fremantle,
and then another 200 or 300 trucks will be
required, because, at the present day, there are
from 300 to 350 condemned trucks at Fre-
mantle, which are used for removing goods
from the jetty, but which are not safe to be
used on the main line. If the railways were
in the hands of business men, and they could
not get trucks in less time than 12 months
from England, they would go elsewhere, prob-
ably to Germany or America, and try and
get them. I hope the leader of the Govern-
ment in this House will not oppose this
motion, because, as I have said, I have really
brought this matter forward so as to strengthen
the hands of the Government, and enable
them to get a sufficient vote for rolling stock,
and prevent people being ruined or starved in
their enterprises by scanty truck accommoda-
tion.

THE HON. R. G. BURGESS: I have much
pleasure in seconding this motion, because the
want of trucks is felt throughout the country.
In many places the settlers have to wait a
week or ten days before they can get a truck,
and it is only lately that inspectors have been
put on the line to look after the trucks and
sheets. This is one thing the Hon. Mr.
Crowder has not mentioned. Often trucks are
available, but there are no sheets to cover and
protect the produce. Another thing he did
not mention is the lack of haulage power. A
large amount of stuff is now coming from
Albany, and the miserable engines we have
are not heavy enough to pick up the trucks at
the sidings in addition to their original load.
I referred to these matters in seconding the
Address-in-Reply, and I alluded to the incon-
venience that was caused to the settlers.
People who do not live close to the line are
sometimes promised most positively that they
shall have trucks on the following day. Then
the settlers leave their work and cart their
produce to the railway, only to have to take it
back again because the trucks are not avail-
able. We talk of assisting the farmers, but

this sort of thing is assisting them backwards. What is the use of people growing stuff if the Government will not give them the means of getting their produce to market? I have much pleasure in supporting the motion.

THE HON. D. K. CONGDON: I, also, have much pleasure in supporting this motion. Speaking as a member of the Civil Service Commission, I may say that the questions the Hon. Mr. Crowder has read are those which I put myself, and I know, therefore, that they are correct. All the way through, the General Traffic Manager complained that the railways were starved for want of rolling stock, and he said that the expenses of the department were materially increased through want of it, and that the working could be conducted on a much lower scale if there were only sufficient rolling stock. The Hon. Mr. Crowder made a mistake when he said that although Mr. Davies asked for a £130,000 worth of rolling stock, only £27,000 worth was ordered, for, as a matter of fact, at the time of Mr. Davies' examination before the Commission, not a penny had been sent Home for rolling stock for the Cue or Coolgardie railways. I understand, from the further evidence, that some orders have been sent, but not nearly to the extent required, so that it is essential that attention should be directed to the matter, and, on this account, I have much pleasure in supporting the motion.

THE MINISTER FOR MINES (Hon. E. H. WITTENOOM): I do not rise to oppose this motion; in fact, I look upon it as a friendly movement of the part of the hon. member to place the Government in a position of knowing the existing state of affairs from his point of view. After what has fallen from him and other hon. members of this House, the Government should realise that there is a want of trucks.

THE HON. D. K. CONGDON: And rolling stock of all kinds.

THE MINISTER FOR MINES (Hon. E. H. WITTENOOM): The only excuse that can be brought forward for the present state of our railways is that the development of the colony has been so great and rapid that no one has been able to foresee it and estimate for it, and the consequence is, that the Department has not been able to keep pace with it. I might say that it will be seen from Page 14 of the Report on the Working of the Government

Railways, what has been done in regard to rolling stock. It says:—

THE QUESTION OF ROLLING STOCK.

The total Rolling Stock on the Railways as a whole, on 31st December, 1890, and on 30th June, 1895, is shown in the following table:—

Date.	Locomotives	Passenger Carriages.	Waggons and Brakevans.	Total Vehicles of all Classes.	Total bractive force of Locomotives, as for 1 in 25 grade.*	Total Seating Capacity of Carriages.	Total Carrying Capacity of Waggons.
31st December, 1890	No. 22	No. 28	No. 285	No. 335	Tons. 1,235	No. of Passengers. 1,004	1,072
30th June, 1895	49	75	1,459	1,583	3,333	2,981	8,668
Increase in 4½ years..	27	47	1,174	1,248	2,098	1,977	7,596

*This is exclusive of the weights of the locomotives themselves.

"From the figures in this table, it will be seen that while the increase in number of vehicles has been very great, the increase in haulage power and carrying capacity has been still greater, the haulage power and carrying capacity of the vehicles obtained during the last 4½ years having, as already mentioned, been greater than of those existing in December, 1890.

"Notwithstanding this large increase in rolling stock, however, there has never, at any time, been quite sufficient rolling

"stock for the convenient performance of the traffic, the difficulty being to make adequate provision for such a rapidly growing business, without, at the same time, running the risk of overdoing it; and this difficulty is, of course, very much enhanced by the long time which it takes to procure locomotives and passenger carriages, and ironwork for waggons, from England, in the absence of any local production, such as railways in Europe have the advantage of.

"That is to say, we have to look so far ahead, firstly, in asking for money provision, and secondly, in forwarding indents—that it is scarcely possible to be at all times prepared to meet traffic which accrues, the more especially as the developments of traffic are frequently intermittent rather than uniform; and, besides this too, the increase, as a whole, has been much greater than was anticipated. It has been made a point that when the Traffic Manager was examined that he said that he was short of rolling stock. Without wishing to cast any blame upon him, I may say that the Department has to depend upon him for their knowledge as to what rolling stock is required.

THE HON. D. K. CONGDON: And then you ignore his advice after he gives it.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): The Traffic Manager estimated the increase to his revenue at £9,436, and we may take it that his estimate for the additional rolling stock was based on what he considered necessary to earn this extra amount; but, in fact, the actual increase was £155,436, or an increase of 100 per cent. Then it goes on:—

"Thus, for instance, the estimated increase in revenue on the railways for the year 1894-5, as compared with 1893-4, was £79,436, and the additional rolling stock provided for would have been quite sufficient to meet that, but the actual increase was £155,436, and by consequence, the rolling stock has been, and is still, somewhat inadequate.

"The condition of the matter at present is, that we have rolling stock under order in England to the extent of about £54,000 (consisting of 7 locomotives, 24 passenger carriages, and ironwork for 160 waggons); nearly all of which was indented for as far back as January, 1895, but none of it has arrived here yet.

"There are also further indents for rolling stock, now in course of preparation, to the

"extent of about £100,000, in anticipation of votes of Parliament during the present session; and, as regards this, I may say that the Government has throughout taken full advantage of the money provision for rolling stock, and has even, in some cases, exceeded it: possibly not so in actual expenditure, but certainly so in incurring liabilities."

THE HON. D. K. CONGDON: Mr. Davies' answers were given three months after the date of that Report.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): The same conditions would apply. If the developments were 100 per cent. more than anticipated the Traffic Manager could hardly be supposed to have recommended the obtaining of sufficient rolling stock to encompass the increase. At the same time, I join with hon. members in regretting that we have not secured sufficient rolling stock.

THE HON. J. W. HACKETT: How is the £100,000 made up?

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I am going to give you the particulars. They are as follows:—

ROLLING STOCK FOR WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Arrived at Fremantle, September 7th.

Ironwork and Wheels for 150 Waggons under order in England and South Australia:—

- 14 Locomotives
- 32 Passenger Saloons
- 8 Sleeping cars
- *23 Bogie brake-vans
- *26 Bogie cattle waggons
- *21 Bogie sheep waggons
- 11 Horse boxes
- 2 Post office Sorting vans

Indents prepared, and to be forwarded by next mail:—

- 10 Locomotives
- *50 Bogie covered goods
- *250 Bogie freight trucks

*One of these is equivalent to two of the old type of vehicle.

That is the position of the Department at the present moment. I may say that efforts were made, some time ago, to get rolling stock from New Zealand, and the Government, to some extent, were reviled for obtaining second hand trucks; but my idea is that the Government, in the case of emergency, should get trucks wherever they can, if they can provide the

funds. It is not the desire of the Government to inconvenience the public, and I may say that it is intended, in the future, to order sufficient rolling stock of every description which may be required, whether the money is voted or not. In the interests of the country the Government will, if necessary, anticipate the vote of Parliament so as to meet the demand of the public; but this has not been done in the past, for the reason I have already mentioned, that the estimated increase in the traffic was so much below what was actually realised. I do not think I need say more, except that I fall in with the motives that induced the hon. member to bring this matter forward, and I can pledge the Government to use every effort to see that our railways are properly equipped. It seems useless to build railways unless we equip them. There is, however, some difficulty, because it takes a long time to get rolling stock. I am sure if the Engineer-in-Chief could have obtained some from the other colonies he would have done so.

THE HON. F. T. CROWDER: I am pleased to have heard the remarks of the Hon. the Minister for Mines. One thing that struck me is this: the whole of the rolling stock that is coming was ordered for the lines in the Eastern districts, and that the rolling stock for the Northam-Southern Cross Railway will not be here under twelve months. Consequently, the stock which ought to be available on the Eastern Railway, will have to be used to carry freight on the Southern Cross line. I do hope the Government will try to get more trucks in less time than twelve months. I might throw it out as a hint that, perhaps, the Great Southern Railway might be glad to part with some of their trucks, as they have more than they require.

Question put and passed.

Motion agreed to.

Ordered—That the resolution be transmitted to the Legislative Assembly, and their concurrence desired.

PARKS AND RESERVES BILL.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved that the Bill be re-committed for the purpose of further considering Clauses 8 and 12.

Question put and passed.

IN COMMITTEE:

Clause 8 — "Board may make regulations":

THE MINISTER FOR MINES (Hon. E. H.

Wittenoom) moved to insert the words "camels" between the words "mules" and "and" in the 9th sub-section in order to give the Board power to make by-laws regulating the ingress and egress of camels to Parks and Reserves.

Question put and passed.

Clause, as amended, agreed to.

Clause 12—"Boards to transmit accounts to Treasurer":

THE MINISTER FOR MINES (Hon. E. H. Wittenoom), moved to strike out the word "July" in this Clause and insert "August" in lieu thereof, so as to compel Boards to transmit their accounts up to the 30th June in each year by the 1st August, instead of by the 1st of July as provided.

Question put and passed.

Clause, as amended, agreed to.

Bill reported, and report adopted.

WESLEYAN METHODISTS (PRIVATE) BILL.

This Bill was received from the Legislative Assembly and was read a first time.

ROMAN CATHOLIC CHURCH LANDS (PRIVATE) BILL.

This Bill was received from the Legislative Assembly and was read a first time.

ASSISTED SCHOOLS ABOLITION BILL.

This Bill was received from the Legislative Assembly and was read a first time.

CROWN SUITS BILL.

LEGISLATIVE COUNCIL'S AMENDMENTS.

The PRESIDENT announced the receipt of the following message from the Assembly:—

Message No. 40.

MR. PRESIDENT,

The Legislative Assembly acquaints the Legislative Council that it has agreed to Amendments Nos. 1 and 2 made by the Legislative Council in "the Crown Suits Bill," and has disagreed to No. 3 for the reason indicated in the annexed Schedule.

JAS. G. LEE STEERE,

Speaker.

Legislative Assembly Chamber,

Perth, 26th September, 1893.

Schedule of Amendments made by the Legislative Council in the "The Crown Suits Bill."

No. 1.—On page 8, Clause 27, line 6: Strike out "plead or demur to" and insert "and defend."

No. 2.—On page 8, Clause 27: Strike out all the words between "allow," in the eighth line, "and," in the eleventh line.

No. 3.—On page 10, Clause 37, line 4 Strike out "One" and insert "Two."

C. LEE STEERE,
Clerk of the Council.

25/9/95.

Reasons of the Legislative Assembly for disagreeing to Amendment No. 3 of the Legislative Council in the Crown Suits Bill.

That the amendment of the Legislative Council increases the limit of the burden fixed by the Legislative Assembly on the public in respect of damage for personal injury sustained through accidents on Government Railways, and is, therefore, an infringement of the privileges of the Legislative Assembly.

WALTER A. GALE,
Clerk of the Assembly.

ADJOURNMENT.

The Council, at 5.30 o'clock, p.m., adjourned until Thursday, 3rd October, 1895, at 4.30 o'clock, p.m.

Legislative Assembly.

Wednesday, 2nd October, 1895.

Establishment of Weekly Mail Service to Parker's Range—Distribution of Parliamentary Papers and "Hansard" Debates—Reservation of Royal Assent to Constitution Act Amendment (Abolition of Aborigines Board) Bill—Loan Estimates, 1895-6: introduced and considered in committee—Goldfields Bill: consideration of Committee's Report—Electoral Bill: in committee—Building Act Amendment Bill: in committee—Public Health Act Amendment Bill: in committee—Adjournment.

THE SPEAKER took the chair at 4.30 o'clock, p.m.

PRAYERS.

WEEKLY MAIL SERVICE TO PARKER'S RANGE.

MR. MORAN, in accordance with notice, asked the Premier whether he would instruct the Postmaster-General to establish a weekly mail service to the rapidly-growing mining centre at Parker's Range.

THE PREMIER (Hon. Sir J. Forrest) replied that the Postmaster-General informed him that he would make inquiries, and, if the mail service to Parker's Range were justified, he would arrange for its re-establishment.

DISTRIBUTION OF PARLIAMENTARY PAPERS.

MR. SIMPSON, without notice, desired to draw the attention of the Premier to the fact that the resolution passed by the House last session to the effect that *Hansard* and other Parliamentary papers should be distributed throughout institutions in the country districts, was not being carried out.

THE PREMIER (Hon. Sir J. Forrest) said it had escaped his knowledge that there was such a resolution, but he would have enquiries made.

DONNYBROOK TO BRIDGETOWN RAILWAY BILL.

Introduced by Sir JOHN FORREST, and read a first time.

SUPPLIES FOR THE PUBLIC SERVICE TO BE ADVERTISED.

MR. RANDELL said: The object I had in view, Sir, in placing on the notice paper a