

doubtedly, we shall eventually have to get Supreme Court Judges to decide all cases arising under the measure. Such a course will be both quicker and more satisfactory to everyone concerned. Boards of conciliation in New Zealand seem to have resulted only in keeping the parties at arm's length and sending them eventually to the court. Thus a great deal of unnecessary expense was incurred and much useless machinery was set in motion, the result being satisfactory neither to employers nor employees. If necessary, two courts will have to be established. It would be better to appoint two Supreme Court Judges for the work than to constitute numerous boards of conciliation, whose operations are not likely to result satisfactorily, as a rule. Of course we know the desire of the Government is to retain the boards; but I think eventually it will be found better to do away with the boards altogether, thus referring all cases to the Court.

HON. B. C. O'BRIEN (Central): Before the motion is put, I desire to say that I shall give the measure hearty support. The Bill is a good, comprehensive one, and as such should commend itself to Parliament and to the country. A measure of this nature has been required for some considerable time; and there is no doubt the present Bill has been drafted with every regard for the interests of both employer and employed, by men who have had considerable experience of such legislation. It has been discussed and amended in another place by people conversant with the subject. I have reason to believe the measure is one which will give entire satisfaction to both employer and employee. The object in view is to smooth away the difficulties which arise from time to time between the employer and his servant. I consider the present measure likely to bring about an era of industrial peace and prosperity. In regard to Mr. Randell's criticisms of Clause 107, I think that when we consider this clause coolly and carefully in committee we shall find that there is nothing objectionable in it. I see no reason why the Government should not be brought within the scope of this Bill, just like any private employer. I think it will be possible to convince the House that under this clause the Government,

as an employer of labour, will be distinctly benefited. I have pleasure in supporting the second reading.

Question put and passed.

Bill read a second time.

#### ADJOURNMENT.

The House adjourned at 10-25 o'clock, until the next day.

### Legislative Assembly,

Wednesday, 5th February, 1902.

Hospital (Central) Inquiry, Select Committee's Report—Question: Supreme Court Buildings, Freestone—Question: Military Contingents, Discharges and Purlough—Question: Boring on Goldfields—Question: Land Grant, Royal Agricultural Society—Question: Railway Bridge, North Fremantle—Question: Railway Refreshment Room, West Northam—Agricultural Bank Inquiry, Report—Brands Bill, Recommittal, reported—Motion: Firewood Supply on Goldfields, to construct Railway; debate unfinished—Motions (private members), as to continuing debate (division)—Supplementary Estimates: Vote, "Entertainment Allowance", (adjourned), progress—Loan Estimates: "Departmental" (Works, etc.), progress—Dividend Duty Act Amendment Bill, in Committee (resumed), reported—Roads Bill, Recommittal, reported—Coal Mines Regulation Bill, in Committee (resumed), progress—Gaols Act Amendment Bill, first reading—Light and Air Bill, in Committee, reported—Land Act Amendment Bill, in Committee, progress—Adjournment.

THE SPEAKER took the Chair at 4-30 o'clock, p.m.

#### PRAYERS.

#### HOSPITAL (CENTRAL) INQUIRY.

##### SELECT COMMITTEE'S REPORT.

MR. J. M. HOPKINS brought up the report of the select committee appointed to inquire into the desirability of erecting a central hospital on the eastern goldfields.

Report received, read, and ordered to be printed.

**QUESTION—SUPREME COURT BUILDINGS, FREESTONE.**

MR. F. C. MONGER (for Dr. O'Connor) asked the Minister for Works: 1, Whether the contractor for the Supreme Court has received an increased price for Donnybrook stone as placed in position where Cottesloe stone was specified in the original specification. 2, If so, what amount, and why this change was made.

THE MINISTER FOR WORKS (Hon. C. H. Rason) replied: 1, Yes. 2 (a.), £1,091 18s. 1d. (b.). Because Donnybrook stone was esteemed so far superior to Cottesloe stone for ordinary quarry-faced walling in basement floor, as to fully justify the change.

**QUESTION—MILITARY CONTINGENTS, DISCHARGES AND FURLOUGH.**

MR. G. TAYLOR asked the Premier: 1, Whether it is true that members of the 5th and 6th Contingents, recently arrived from South Africa, who had previously served in the 1st Contingent, have been refused their usual discharges. 2, Whether it is true that, on their applying to the Acting Commandant, they were offered bad character discharges, which they are said to have refused. 3, Whether the usual furlough has been denied to these men. 4, Whether it is true that these men have been complimented and congratulated by Lord Kitchener. 5, Whether the Premier will ask the Defence Department to investigate this matter fully, and furnish this House with a copy of the decisions arrived at.

THE PREMIER (Hon. G. Leake) replied: The questions cannot be answered except by the Federal authorities, who will be asked to supply the required information.

**QUESTION—BORING ON GOLDFIELDS.**

MR. J. B. HOLMAN asked the Minister for Mines: 1, Whether it is the intention of the Minister to send a diamond drill to the Murchison goldfields for prospecting purposes. 2, If so, when the drill will be available. 3, On what terms the use of the drill will be granted.

THE MINISTER FOR MINES (Hon. H. Gregory) replied: It is not considered desirable to deal with the question of diamond drilling in any locality until the Mines Development Act is passed.

**QUESTION—LAND GRANT, ROYAL AGRICULTURAL SOCIETY.**

MR. G. TAYLOR (for Mr. Hastie) asked the Premier: 1, Whether the Royal Agricultural Society has been definitely promised a valuable block of ground, worth about £10,000. 2, If so, whether it is the intention of the Government to obtain Parliamentary sanction before the title is issued.

THE PREMIER replied: 1, A block of about 32 acres has been reserved near Claremont as a show ground for the Royal Agricultural Society, and appears to have been valued by Mr. Throssell, when Minister for Lands, at £10,000. 2, No grant of the freehold, or even a lease, of this land will be made without legal authority.

**QUESTION—RAILWAY BRIDGE, NORTH FREMANTLE.**

MR. D. J. DOHERTY asked the Minister for Works: Whether it is the intention of the Government to erect, immediately, the overhead traffic bridge at North Fremantle Railway Station, definitely promised by former Ministers.

THE MINISTER FOR WORKS replied: The only promise of which the Works Department has any knowledge is that of £300 for the purpose of providing access to the Railway Station by road or bridge. The Council preferred a road, and money for that purpose was granted accordingly.

**QUESTION—RAILWAY REFRESHMENT ROOM, WEST NORTHAM.**

HON. G. THROSSELL asked the Minister for Railways: 1, Whether he is aware of the serious inconvenience travellers to and from the Eastern Goldfields experience owing to the absence of a refreshment room at the West Northam Railway Station, as provided in the original plans. 2, Whether, after satisfying himself of its urgent necessity, he will have such refreshment room provided at an early date.

THE MINISTER FOR RAILWAYS (Hon. W. Kingsmill) replied: 1, No. 2, The erection of a refreshment room at this station is held in abeyance, pending consideration of a proposal to introduce restaurant cars. A definite decision will shortly be arrived at.

AGRICULTURAL BANK INQUIRY.  
SELECT COMMITTEE'S REPORT.

MR. M. H. JACOBY brought up the report of the select committee.  
Report received, and ordered to be printed.

BRANDS BILL.  
RECOMMITTAL.

MR. W. H. JAMES: At a conference held this morning between certain pastoralists and the select committee appointed to consider this Bill, certain alterations were proposed, to make which he moved that the Bill be recommitted.

Put and passed, and the Bill recommitted.

Clause 4—Definition of terms:

MR. JAMES moved that at the end of the definition of "sheep," the words "or goat" be added.

Put and passed.

Clause 6—Description of brands to be registered under this Act:

MR. JAMES moved that the words "two letters and a diamond" be struck out, and "three letters" inserted in lieu.

MR. D. J. DOHERTY: This alteration had been somewhat hastily decided on. Two letters in a diamond made a clear distinction between cattle of this and any other State. The diamond was a more easy brand to fix, and did less injury than three letters.

MR. WALLACE: The only opposition by the pastoralists to the clause as it stood was because they objected to sacrificing their present brands. Nine had voted for the three letters, and six for the two letters in a diamond. If it were a question of space, the argument was in favour of the diamond and two letters, from which it was possible to obtain 23,496 different brands. In Queensland it took 26 years to exhaust 39,396 brands; so if this State adopted two letters and a diamond there would be sufficient brands to last for 30 years.

MR. W. H. JAMES: The amendment was introduced at the request of the pastoralists, but he was willing to withdraw the amendment and let the matter be dealt with by the Upper House.

Amendment by leave withdrawn.

Clause 8—Same brands for horses as for cattle:

MR. JAMES moved that in line 3 of sub-clause 2 the word "sized" be

struck out and "smaller" inserted in lieu.

Amendment put and passed and the clause as amended agreed to.

Clause 9—Person first branding may imprint a numeral under his brand:

MR. JAMES moved that in line 2 all the words after "numerals" be struck out and the following inserted in lieu:

(a.) On the cheek of any head of cattle to denote age. (b.) Immediately underneath the registered brand of such person for reference to any stud or herd book relating to such head of cattle. (c.) On any part of the body of any horse to denote the age thereof, or for reference to any stud or herd book relating to such horse.

Amendment put and passed.

Clause 11—Age-marks:

MR. JAMES moved that in lines 7, 11, 14, and 17 the word "seventh" be struck out and "fifth" inserted in lieu; also that all the words after "of," in the eighteenth line of Sub-clause (1), be struck out, and that the following words be inserted in lieu thereof: "one notch on the back of the ear for sheep lambled in 1906, and in every fifth year thereafter, the age-mark shall consist of two notches on the back of the ear."

Amendments put and passed.

Clause 21—Order of imprinting brands:

MR. JAMES moved that the following words be added to sub-clause (c):—"Provided that in the case of horses no brand other than the first shall be imprinted on the first portion, which shall be deemed to occupy all the available space on such portion." The effect of that would be that the person who put the first brand on a horse would have available to him the whole of the first quarter, and that system would show who was the first owner of the horse.

Amendment put and passed.

Bill reported with farther amendments.

MOTION—FIREWOOD SUPPLY ON  
GOLDFIELDS.

TO CONSTRUCT RAILWAY.

MR. F. REID (Mount Burges), having given notice of a motion, now desired to alter the terms of it, by permission.

THE SPEAKER: If no member objected to the alteration, the motion could be moved in the form now suggested.

THE TREASURER: In the suggested form, the motion involved expenditure,

and it was desirable to have the Speaker's ruling on the point.

**THE SPEAKER:** The latter portion of the motion (as suggested) would not be in order, as it asked for a sum of money to be expended in the work.

**MR. REID:** The ruling just given would create an unfortunate difficulty, and he must therefore move the motion in the original form (omitting the last sentence):

That in view of the shortage of firewood on the Eastern Goldfields, this House is of opinion that in order to avoid a disaster to the mining industry, and to make provision for a plentiful and cheap supply, facilities be afforded for increasing the marketable quantity of firewood by constructing 40 miles of railway line (starting from Coolgardie) to tap the timber resources south of Coolgardie.

No motion more important than this had been brought forward during the present session; and he submitted it not with any ulterior motive, but to provide a want that was becoming daily more serious on the eastern goldfields. Having spoken recently with some of the smaller contractors, he learned that the total supply of firewood was about 1,500 tons per day, and of that quantity one company of contractors supplied about 800 tons, the other 800 or 900 tons being supplied by small contractors who cut and carted timber from the bush to the Government railways for conveyance to the mining centres. Of course these small contractors had to go farther and farther into the bush as the supply of firewood decreased; and the result must be that, as time went on, their operations being extended to greater distances, the cost of firewood delivered must be increased to make the trade profitable to these small contractors. One of the contractors had informed him that twelve months ago he was using 15 horses and drays to cart in wood, and that at the present time with 40 horses and drays he was able to cart only about the same quantity on account of the greater distance. This was a fact which members of this House should consider seriously, for it showed that the protest which had been made on behalf of the smaller contractors against the granting of a concession to the Kurrawang Company to lay down another tramway was not made in the interests of the State, because unless tramlines were put down

for bringing the firewood from greater distances, the supply must diminish, the price must be increased, and the operations of the mines must be seriously interfered with. Since that protest was made, it had been clearly shown that unless more tramlines were put down, a great scarcity of firewood must soon be felt; and another consideration was that if the supply were left to the small contractors, who had to cart it over great distances, the longer they continued to clear the bush the more would the price of firewood be increased. To cope with this difficulty it was necessary the Government should have the most up-to-date method of conveying firewood to the market. It was not possible to carry on under the old system; and firewood being so necessary to the prosperity of the goldfields, and many of the smaller mines being in danger of shutting down for want of a cheap and sufficient supply, it was absolutely necessary to pass a motion of this character. If the motion were passed, he hoped the Government would deem it their duty to carry out the spirit of it, as he was not permitted to amend its terms. He had not troubled the House with his voice much during this session; but he now asked for indulgence while he read correspondence from a number of the larger mines, showing how serious was the difficulty in securing a sufficient and regular supply of firewood at a moderate cost. The manager of the Golden Horse-shoe stated in a written communication, that although three months back they had a reserve stock of firewood, they were compelled to draw on it more and more until their reserve was now very small. Their source of supply was Messrs. Matthews and Brooks; these being the same persons to whom he (Mr. Reid) had referred in stating that they were now using 40 horses to cart in a quantity of wood equal to what they obtained 12 months ago with 15 horses. The manager added that the Kurrawang Company, who did not supply this mine, had been the means of minimising the cost of handling firewood for the goldfields, and of insuring a regular supply to the mines to an extent which the small contractors could not have done. The manager also thought the Government would be justified in encouraging

private enterprise in the construction of tramlines to insure a regular supply of firewood for the mines, and that the mining companies would be willing to lay out money for this purpose in order to insure regular supplies. The Great Boulder Proprietary wrote to the effect that they were using about 130 tons of firewood per day, and being about to extend their furnaces a great supply would be required; also if the W.A. Goldfields Firewood Supply Company were to cease operations, the Great Boulder Proprietary would be in such a position that they would have to depend on an intermittent supply from small contractors. The W.A. Goldfields Firewood Supply Company handled about 50 per cent. of the firewood supplied to the mines; and as the company had to go a long way for the wood, some means of conveying it cheaply to the mines was necessary. If the operations of that company were stopped, the price of firewood delivered to the mines would be raised. The Lake View Company wrote to the effect that they had not more than 10 or 12 days' supply; that no other company supplying firewood would be able to insure a regular supply to the large mines if the W.A. Goldfields Firewood Company were to cease operations, and disaster must then ensue to the mining industry. The Hannan's Star Gold Mine Limited wrote to the effect that they were absolutely dependent on the W.A. Goldfields Firewood Supply Company; and although that company had been repeatedly requested to increase the supply to this mine, they had not been able to do so. If the operations of the company could not be continued, and a full supply could not be insured, their stoppage would necessitate this mine being closed down within a week. Also as to the Government condenser at Coolgardie, the supply of firewood there was 120 tons per day, the whole of it obtained west of Coolgardie; and the company working that condenser had had the greatest difficulty in obtaining a supply equal to requirements. Nearly all the firewood between Coolgardie and Woolgangie had been cut so far back from the railway line that to cart it was unprofitable; therefore, the railway line or lines must be constructed to tap the remote timber belts. This

proposed 40 miles of line would tap the finest belt of timber on the goldfields, having an area of 540 square miles, or 345,600 acres, which, at eight tons to the acre would give 2,764,800 tons, valued at 14s. 6d. per ton, or £1,935,360. The freight derivable from this firewood traffic on the line would be £92,160 per annum. Surely, in view of the increased revenue, the railway was justified. It might be contended that this was an underhand attempt to secure a railway which had been the cause of contention in both Houses of Parliament; but the object of the motion was to secure a continued supply of firewood at the price now ruling. If horses and carts had to be used, a great increase in the price must take place within the next few weeks, and many of the low-grade mines at Kalgoorlie and Boulder would close down, throwing miners and firewood-cutters out of work. In the *West Australian* of the 27th January, 1902, Mr. Richardson, the Acting Conservator of Forests, quoted Mr. Kelso, the local Crown lands ranger, to the effect that the new roasting furnaces and numerous condensers established after the Christmas exemption, would probably raise the consumption of firewood to considerably over 1,500 tons a day; that the timber cut on the fields since the inception of the firewood trade amounted to 1,225,000 tons, at an average value of 15s. per ton, representing £918,750; that a large percentage of the profits from the industry was distributed throughout the State in the form of wages, horse-feed, locally-manufactured drays, wagons, etc., about £4,500 monthly being circulated in Coolgardie alone; and recommending that the timber areas more remote from the mines be exploited. Mr. Kelso maintained that there was a possible firewood supply of 5,182,400 tons, equal to a 14 years' supply at the present rate of consumption; and it was therefore necessary only to provide light tramways to connect with the present railway system to insure a plentiful supply. These figures were surely sufficient to prove this timber line to be necessary. The timber, while not exploited, was valueless; but if worked with the help of a railway, it would become a valuable State asset, and the Government would be doing its duty to the mines on the Eastern goldfields, by

assuring a cheap and plentiful supply of firewood.

MR. W. D. JOHNSON (Kalgoorlie) seconded the motion.

THE PREMIER (Hon. G. Leake) : By the wording of the motion it would appear that the only supply of timber existed in a direction 40 miles south of Coolgardie.

MR. HOPKINS : That could be investigated.

THE PREMIER : But timber was coming from other directions also, and the Government could hardly agree to the suggestion early in the motion that the proposed line was necessary to avoid disaster to the mining industry. By the amended motion, the proposed line would probably carry both passengers and goods. That was right, because any Government railway must carry both classes of traffic. However, at the present juncture, the Government were not in a position to construct such railways, either for a distance of 40 miles or for any other distance. Such a line would involve a new loan; but the Government should not, and did not, propose to incur fresh loans for public works until they had reached the end of their present authorisations. For these reasons the motion would not have his support. There was no wish to discourage tram-lines; in fact, by certain proposals on the Notice Paper, as amendments to the Land Act Amendment Bill, the Government proposed that lessees or licensees might, under certain conditions, construct or use tramways on Crown lands. That would admit of the construction of tram-lines into the forests on the goldfields. They again would be subject to certain regulations. Such railways or tramways would not be allowed within a certain distance, say five miles, of one another. If railways were built by syndicates or capitalists the Government would take care there would be no monopoly of carriage over these railways, and the owner would be bound down to carry wood for the small man, which would encourage everybody who was desirous of venturing in the business of timber-getting. The timber would be carried under rates to be fixed, not at the will of the possessor of the railway, but at Government rates. The hon. member should be satisfied with that assurance.

Unless the Government came down with an absolute reversal of policy and fully determined to apply for a loan for entirely new public works, the Government really could not assist the members by supporting the motion. His remarks applied only with particular force to the present moment. What the developments might be between the present time and next session he did not know. If the Government had so much money that they did not know what to do with it—a consummation to be wished for—they might be able to do a great many things which they dared not do during the past six months.

MR. JOHNSON : What would the mines do in the meantime?

THE PREMIER : There had been no clamour from the mines; they were getting firewood all right.

MR. JOHNSON : Drawing on their reserves.

THE PREMIER : Firewood was obtained to burn, not to reserve. It must be distinctly understood he did not favour the motion because it would involve a loan expenditure, and he was not going to alter his opinion already expressed not to borrow money for fresh public works.

HON. F. H. PIESSE (Williams) : If encouragement were offered and fair conditions made, private enterprise would soon bring the wood to the mines. A great deal had been heard of the conditions given to a certain company, and a great deal had been said from time to time condemning this company, but if the country south of Coolgardie was to be thrown open, and a line of railway constructed through it, that would get over the difficulty in regard to the supply of firewood to the mines. If the conditions stated by the Premier were imposed, there would be very little done in the way of private enterprise in the construction of lines. If companies had to carry wood for private cutters at rates to be fixed by the Government, people would not be found to construct these railways: the rates would have to be imposed by the companies themselves. All the timber lines in this State had conditions and certain privileges attached, so that the people living in the country through which the line ran could have carriage, but these conditions were not enforced. If certain facilities had been granted and

the Hampton Plains Company had been allowed to construct the line which they desired to build, then there would have been an ample firewood supply to-day. The Government should not be too exacting, or people would not build these lines.

**THE MINISTER FOR MINES** (Hon. H. Gregory): Although not a friend of private enterprise in regard to the railway policy, he recognised that it would be impossible for the Government to construct light tramways. It would be much better to enable private people to carry out the work if done under certain provisions and certain conditions. The Government were desirous of giving syndicates or persons authority to construct tramways for private purposes, and to grant them a right to run their lines over Crown lands under certain conditions. One condition that companies would be glad to accept was that the railways should carry timber for all cutters over their lines at the same rate that the Government were prepared to carry firewood over their lines for. Teamsters would then be able to cart their firewood to railway sidings, and have it conveyed to the Government lines. That was about the fairest terms the Government could enforce. It was impossible for the Government to construct lines without having a fresh loan, and the Government were pledged not to float a fresh loan at the present time. If it were found that persons who had the right to construct a line would not carry firewood over their railway for all persons, then the concessionaires would be breaking one of the conditions, and they would be liable to have their concessions cancelled. The Government might be pleased to see this line constructed by the Crown, but under present conditions that was impossible. Therefore, it was absolutely essential to provide means for the mines to be supplied with firewood, and the only way was to allow the right to be granted under the Land Act Amendment Bill. People would be only too desirous of constructing these lines and comply with the conditions imposed by the Government to carry the small cutter's timber at the same rate as that charged by the Government. The W.A. Goldfields Supply Co. had been allowed to run their tramway out farther into the State

forest, and one of the special agreements that was made with this company was that they should carry timber for any customer who came to them at Government rates; if the company did not do that they would break their agreement.

**MR. TAYLOR:** What was the penalty?

**THE MINISTER FOR MINES:** Their right could be cancelled.

**MR. J. M. HOPKINS** moved, as an amendment:

That all the words after "firewood" in the last line but one be struck out.

The motion would then probably commend itself to the Government.

**THE PREMIER:** The motion, as amended, would be accepted.

**MR. HOPKINS:** If this matter were taken in hand by the Public Works Committee and investigated, it would be found that the Government could build a railway which would be a paying line. Some wood cutters had waited on him and asked him to farther a tramway to be constructed from Lake Side, through South Ballagundi to Bulong, which would open up a great deal of timber country. He (Mr. Hopkins) would not be a party to building a railway from Kalgoorlie, Boulder, or anywhere else on the meagre information at the disposal of members. When a railway was to be built, expert officers of the department should investigate the matter and say if the line would prove a business transaction. The fuel supply was said by certain managers to be growing short at the present time. No overtures had been made to him in this direction by the managers on the eastern goldfields, although many were his personal friends; but representations had been made to him that the W.A. Goldfields Firewood Supply Co. Limited boasted amongst its registered shareholders certain gentlemen who were managing big mines on the eastern goldfields. The increased demand for fuel at the present time was owing to the roasting of the sulphide ores, but he was pleased to hear from Mr. Hinemann, the representative of an English company, that a new process was being perfected capable of treating sulphide ores without roasting, so that the consumption of firewood would not be so great in the future as in the past.

MR. A. E. THOMAS: Ores were being treated to-day without roasting.

MR. HOPKINS: Some mines did not roast the ores, but the bulk of them did. Before consenting to build a railway, we should look into the various sources from which fuel for the mines could be obtained, and this was an inquiry which might be intrusted to a Public Works Committee when appointed. He moved as an amendment:

That in the fourth line, after "firewood," all other words be struck out.

MR. J. EWING (S.W. Mining): The mover (Mr. Reid) had placed the case before the House in a somewhat alarming form; but one was pleased to see that other members were not disposed to take that view. In the near future it would be necessary to strictly investigate the question of a supply of fuel to the gold mines, in order to see whether there was danger of the firewood supply becoming exhausted or greatly reduced within a few years. It was certain that within a reasonable time any branch lines of railway which had been constructed into the bush for the carriage of firewood would have to go such a great distance from the main line as to make it impossible for firewood to be conveyed to the mines at a moderate cost. That being the case, the Public Works Committee which was in contemplation might be able to advise as to the necessity for getting some other class of fuel conveyed to the goldfields. (Laughter.) That committee might inquire whether there was an unlimited supply of firewood available, and whether it would pay to bring the firewood long distances to the mines. He would point out an error that had been circulated in consequence of statements made in a report by Mr. Kelso, the inspector of forests. That officer had stated that in his opinion within 28 or 30 miles from the present railway system there were 957 square miles of forest country available as a source of fuel supply. The mover of this motion had stated that the amount of firewood per acre was something like eight tons. The member for Dundas (Mr. Thomas) had estimated it on a previous occasion at six tons. Figures as low as three tons to the acre had been given to him (Mr. Ewing) by men experienced on the goldfields. The mean of these several estimates

would be about five tons to the acre; and taking 612,000 acres, the total would be over three million tons of firewood available within that radius. The Hampton Plains Company's manager had stated that the company had 400,000 tons of firewood on their estate; therefore adding that to the other amount, the total would be something over five million tons of firewood available. Mr. Kelso had estimated five million tons as being available for mining purposes. The question was thus a serious one, for it would be found that no less than 1,500 tons per day of firewood were required in and around Kalgoorlie and Coolgardie, and adding to this about 600 tons per day required for other than mining purposes, the total would be over 2,000 tons of firewood required daily. But this question of firewood did not trouble Kalgoorlie and Coolgardie only: the trouble was felt up to Laverton, to Leonora, and along all that mining country. We must estimate the supply available in those districts, also the rate of consumption; and the figures he had worked out brought up the total requirement to over a million tons per annum; or, taking 2,000 tons per week, it would be three-quarters of a million tons per annum. Therefore setting this total requirement against the total available supply, there would be only about five and a half years' supply of firewood for the eastern and north-eastern goldfields. The matter was very serious, and he joined with the member for Boulder (Mr. Hopkins) in desiring that the whole question should be thoroughly investigated; while also regard should be had to the fact that at the Collie there was a great industry which would be in a position to supply the fuel requirements of the goldfields; and he was assured by members representing the goldfields that if such a prospect could be shown to exist, they would be the first to support the construction of a railway for connecting the Collie coalfields with the railway system on the eastern goldfields. It was the duty of the Government to investigate the denuding of forests on the goldfields, which he regarded as a sad and serious prospect for the people who had to live there.

THE SPEAKER: The hon. member must not go on referring to the Collie coalfields.



MR. EWING: What he had said was intended to help the people on the goldfields in getting the cheapest supply of fuel that could be obtained.

MR. A. E. THOMAS (Dundas): Once more he found it necessary to correct the statement made by the member for the South-West Mining Districts, in regard to this question. Mr. Kelso had made an estimate of the fuel supply available for the goldfields. The last speaker had arrived at a general average of five tons of firewood per acre as compared with eight tons estimated by the mover. He (Mr. Thomas), speaking on a previous occasion, had stated that the belt of timber to the south of Coolgardie would average seven or eight tons per acre. This was not a haphazard estimate, but he had arrived at it after making a very careful estimate. The fact was that only a small portion of the firewood which was now supplied to the Coolgardie district was being carried over the Government railway, most of the firewood being cut in State forests which had been reserved. The mines to the north of Coolgardie and the mines at Burbanks were getting supplies from these State forests. If the construction of a direct railway for connecting the Collie with the railway system on the goldfields were authorised to-morrow, that would not get over the difficulty on the goldfields in the immediate future, because considerable time would be required in surveying a line of railway, reporting on it by the Public Works Committee, passing a Bill through Parliament, and finally constructing the line. In the meantime we had to face the position so ably set before the House by the mover of this motion. The question of the fuel supply was whether we should build railways through known auriferous country, or build a railway through non-auriferous country. The member for Boulder (Mr. Hopkins) had referred to a proposed railway from Lake Side to Bulong for conveying timber; but that railway was going through land which was now being worked for gold, and therefore to denude the country where gold mines were being worked would be an unwise course to take, as was shown by the tremendous difficulty created during the last few months by the Kurrawang Company, which had put down a tram line and started

to denude the timber in the Bonnievale and Kunanalling districts. This process was now stopped by the granting of reserves in these localities. Only a few weeks ago, that company obtained a farther concession to extend a line through that reserve and go into timber belts on the adjoining hills. He would remind the Government that this railway constructed by the Kurrawang Company went into known auriferous country, which was being worked for gold; and if the timber were denuded in those districts, the mines there would be bound to close down.

MR. MONGER: Already closed down, had they not?

MR. THOMAS: No; they had done nothing of the sort.

MR. MONGER: How many mines were working there now?

MR. THOMAS: Those mines were working, and it would be unfair to do anything which would cut off their timber supplies. The Wealth of Nations Company was at present idle, and other mines had closed down two or three years ago, because the labour conditions would not then allow of operations being continued; but such companies would shortly be raising capital. The backbone of any country's mining industry must be its low-grade propositions; yet we were now doing our best to stop the working of low-grade mines. The time would come when such mines could be worked at a profit; and unless the timber in their neighbourhood were conserved, there would be no timber for them when capital was found to resume operations, and the mines could not profitably re-open. [MR. OATS: Hear, hear.] He supported the motion and opposed the amendment. To conserve the timber where there was a chance of mines being opened up, we must have a line somewhere else to supply the Kalgoorlie mines with firewood, and the only point to which that line could be run without damage to the existing mines or to known reefs not yet worked, was the timber belt lying south of Coolgardie. For some years much prospecting had been done south of Londonderry, but no reefs discovered; so the timber might reasonably be taken from that district. This afternoon the Premier appeared as the latest advocate of private enterprise. To the construction of trunk lines by

private enterprise be (Mr. Thomas) was strongly opposed. He would support a 40-mile trunk line being put down south of Coolgardie to tap that timber belt; and then let private enterprise step in by means of the proposed amendments to the Land Act, and make feeders to the trunk lines owned by the State.

MR. JOHNSON: Another advocate of private enterprise!

MR. THOMAS: To private enterprise he was opposed.

MR. DOWERY: If such a trunk line were built, what would be the distance from the south end of it to Dundas?

MR. THOMAS: About 80 miles. Referring to Mr. Reid's figures; if seven tons per acre were taken as the product of these 540 square miles, that would give  $2\frac{1}{2}$  million tons of firewood, which, at 4s. a ton for freight, would give the Railway Department a revenue of £96,000 per annum, an excellent argument for constructing the line by the State instead of by private enterprise. The work would not necessitate a fresh loan as alleged, for the amount required to start the line as a going concern would not exceed £30,000, but would probably be £15,000 or £20,000.

MR. EWING: That would not pay for the railway line.

MR. THOMAS: Yes. After getting eight or 10 miles south of Coolgardie the line would be amongst the timber, and would immediately start to earn money. Could not a 10-mile railway line be built for £30,000? The Government had the rolling-stock and the engines. Thus the railway could be built out of revenue. Some months ago, when it was proposed that private enterprise might be allowed to run a line south of Coolgardie to tap this timber belt, and in view of his company being possibly called on to compete with other companies in this direction—though he was personally and on principle opposed to private enterprise both for trunk lines and for feeders—he had employed experts to investigate, and found that the whole work of building a line to a point 40 miles south of Coolgardie could be undertaken with a total working capital of £25,000; and the experts stated that if working capital to that amount were in hand, the company need not hesitate to

enter into contracts for the supply of firewood. The line would pass through Bonnievale to Londonderry, and thence to the timber belt. At Londonderry there was a big Government dam, which could be enlarged so as to become of great use to the Railway Department. At Burbanks there was a large mining population, and the men employed there were gradually increasing in numbers, together with the output. The first 10 or 12 miles of line could be constructed by the Government for less than £30,000.

THE COLONIAL SECRETARY: What would be the cost of the first four?

MR. THOMAS: Had he anticipated this discussion, he would have brought full details.

THE COLONIAL SECRETARY: The first four miles could not be constructed for £30,000.

MR. THOMAS: The figures quoted had been obtained by him from experienced railway engineers. A railway to Burbanks would serve over a thousand persons, probably 2,000. There were a large number of stampers in the district, using a huge quantity of wood, and there would be a population in the few short miles from Coolgardie, travelling to and fro. The railway to Burbanks alone, if not a single ton of firewood went over the line, would pay handsomely. But the firewood was the main consideration, and he had satisfied a business company that the deal was good enough to go into; and if a business firm were satisfied the line would pay on firewood alone, then a handsome profit must accrue when passenger and goods traffic was also considered. If the line was given to a private company, then the Government should supervise the construction, so that the locomotives and rolling-stock would be able to go over it without injury to the property of the State. After the first ten miles, the line would become self-supporting; it could be carried into the timber belt out of the revenue derived. He urged on the Government not to allow the standstill policy initiated by the Government to continue any longer, but the Government should go in for new works and railways. The Government had no right to hand over a work of this description to a private company when the profits should go into

the Treasury. It had been shown that we had a rapidly-increasing revenue. Last month the revenue was £331,000—a record for this State—and there was an undertaking from the Premier that during the recess radical reforms would be effected in the works administration and the civil service, which would mean the saving of a large amount of money.

**THE COLONIAL SECRETARY:** The reforms would probably cost more, not less.

**MR. THOMAS:** If the reforms in the Works Department were carried out, the works would be more economically managed.

**THE COLONIAL SECRETARY:** Works were not constructed out of revenue.

**MR. THOMAS:** In the meantime there was the question to face that the Kalgoorlie mines were getting short of timber, and if something was not done there would be a crisis. It was not for the Government to sit still until it was too late. If this railway were undertaken, a supply of firewood would be tapped which would last for five years, and would bring in an immense profit to the State. He would support the motion.

**MR. R. HASTIE (Kanowna):** If the passing of the motion would mean anything real, he would support it; and if he thought this would be the start of a line 40 miles nearer to Esperance and Norseman, he would favour it; but the House should realise the position. The member for Mt. Burges (Mr. Reid) asked for a railway, the member for Mt. Margaret (Mr. Taylor) asked for a railway, and the member for the South-West Mining District (Mr. Ewing) wanted a railway. If these three lines were passed, he would himself ask for a railway, before the end of the session. If this line were constructed, a large amount of timber would be taken away from Burbanks, and probably Widgemooltha. There would have to be feeders to the line. The member for Boulder (Mr. J. M. Hopkins) had spoken to timber cutters. These timber cutters had been stealing other persons' timber, and they wanted to steal more. Strong objection would be taken by the Burbanks people to their timber being taken away. Something would require to be done very soon, whether by Government or not he could not say;

but he wished the Government could see their way, not only to make one line, but a number of lines. He hoped the public works would be so reformed that within a reasonable time these railways could be constructed, but he was sorry he could not vote for the motion at present.

**MR. J. RESIDE (Hanuans)** supported the motion. Members did not seem to realise that the question of the supply of firewood to the Golden Mile was of paramount importance to the State. On the progress of the mining industry depended to a great extent the success of the State. If the Government did not make provision to bring firewood to the mines the price of firewood would go up, and the low-grade mines would be forced to shut down. It would not take a large amount of money to construct this railway, and he did not agree with the Premier that a new loan would be required for the work. This was a matter of urgency, and the work could be done out of revenue. It would only cost £30,000 to start the line, and gradually the line could be extended to the distance named in the motion. The work would be reproductive at once. He did not desire to see the line handed over to private enterprise, as this railway would probably be a permanent one in the future, and one which the Government must own. When it was considered that in this particular belt of country there were five years' supply of firewood, and members had been told that five years' revenue from this line would amount to £90,000, that showed the work was a good one, and that the railway was likely to pay. He quite understood the opposition of the member for Boulder. If the line was proposed to be started south of Boulder it would have the strongest support of the hon. member, who desired to see the line start from Boulder rather than from Kalgoorlie. The firewood should be protected around the local mines. The consumption of firewood in the Golden Mile would increase, because when the water scheme was completed it would mean a couple of pennyweights to the mines. When we considered that this was not only a question of the supply of firewood to the mines, but that the line would benefit the population around Burbanks, the railway should be constructed at once. This was a question of transport, and the line

should be undertaken by the Government as soon as possible. The House would be justified in carrying the motion.

At 6-30 p.m., the **SPEAKER** left the Chair.

At 7-30 p.m., Chair resumed.

#### MOTIONS—PRIVATE MEMBERS.

**THE SPEAKER** : Was it desired that the discussion of motions be continued ?

**MR. F. REID** (in charge of motion No. 1) moved that the discussion of motion No. 1 be proceeded with.

**THE PREMIER** : There being an understanding that on private members' night in each week, motions would probably terminate after the first two hours' sitting, he would now ask hon. members not to proceed with the motions on the Notice Paper, because there was such a number. He would do his best to give an opportunity of finishing the discussion of motion No. 1 on another occasion, if time could be found for it; and if the more pressing work of the session were proceeded with now with despatch, he had no doubt he would be able to find time. Two sets of Estimates were coming down. One other reason, and still more important, was that the member for East Perth (**Mr. James**) was going away to-morrow, and as he had been good enough to undertake nearly all the drafting of Bills for this session, and there were several Bills with which he was particularly familiar on the Notice Paper for to-night, it was desirable to dispose of them. Under these circumstances, he would ask the hon. member (**Mr. Reid**) not to press his motion on this occasion. He (**the Premier**) had already told the House that the motion involved a new loan; and if it were passed, what could the Government do except to consider the question of raising a loan for constructing a new railway?

**MR. G. TAYLOR** : Motion No. 10 on the paper (to extend railway line from Malcolm to Laverton via Morgans) was an important one, which he wished to move before the session closed; and as this would probably be the only evening on which private members could have their motions dealt with, he desired to proceed with motions.

**MR. J. L. NANSON** : On a matter of this sort, it would be well to support the leader of the House. The session must end shortly, and it was important we should proceed with the more urgent and necessary legislation on the Notice Paper before discussing motions which could be dealt with later.

**MR. A. E. THOMAS** : The addition of another sitting day in the week was agreed to for the purpose of securing to private members an opportunity for considering their motions.

**THE PREMIER** : The rule about the two-hours limit for motions on private members' day applied as well to the discussion of motions on Government days. It was because the Government had conceded this point throughout the session that some members now seemed to think it was unfair that the rule should be applied on this occasion. If this were understood, he would seek to give an opportunity for discussing motion No. 1, also motion No. 10 (**Mr. Taylor's**), also No. 16 (**Mr. Hastie's**, Inter-State duties on butter, etc.). As to motion No. 3 (**Mr. Monger's**, select committee on importation of camels), he would not promise that, as the select committee, if appointed, could not do much between this and next week. As to No. 11 (**Mr. Thomas's**, Members' official telegrams to be franked), that was bound to be defeated, because the question had already been determined.

**MR. REID** : Besides the business on the Notice Paper which the Government regarded as important, private members also might have business connected with their constituents which those members regarded as important and wished to see carried through. Motion No. 1 affected the welfare of the eastern goldfields, and he felt inclined to divide the House on the question of continuing it.

Motion (that the discussion of motion No. 1 be continued) put, and negatived on the voices.

Division called for, and taken with the following result :—

Ayes	...	...	...	6
Noes	...	...	...	23
				—
Majority against	...	...	...	17
				—

AYES.  
Mr. Johnson  
Mr. Monger  
Mr. Beside  
Mr. Taylor  
Mr. Thomas  
Mr. Reid (Teller).

NOES.  
Mr. Doherty  
Mr. Ewing  
Mr. Gordon  
Mr. Gregory  
Mr. Harper  
Mr. Hassell  
Mr. Hayward  
Mr. Hicks  
Mr. Hicham  
Mr. Hutchinson  
Mr. Illingworth  
Mr. Jacoby  
Mr. James  
Mr. Kingsmill  
Mr. Leake  
Mr. Nanson  
Mr. Phillips  
Mr. Pigott  
Mr. Purkiss  
Mr. Rason  
Mr. Throssell  
Mr. Yelverton  
Mr. Sayer (Teller).

Motion thus negatived.

#### SUPPLEMENTARY ESTIMATES.

Message from the Governor having been presented and read, recommending appropriation for the Supplementary Estimates, the same now considered.

#### IN COMMITTEE OF SUPPLY.

Vote—His Excellency the Governor, £2,250:

THE TREASURER (Hon. F. Illingworth): Hon. members will recollect that when I brought down the Budget, certain criticisms were made regarding the under-estimates which it was said the Treasurer had made. Some members said the estimates of revenue were far too high; amongst these, no less an authority than Sir John Forrest. But I promised at the time that if we found we had a surplus of any great amount, the Government would take the House into its confidence as to the disposal of that surplus. Since that time many things have happened, and the session of Parliament has been extended much longer than was anticipated. There has been much criticism, and many suggestions have been made while the Estimates were passing through Committee. I have not yet made any estimate as to the probable excess of revenue over what I originally anticipated, but there will be a considerable excess; and as Parliament is sitting, the Government have thought it well to place before the Committee certain votes which appear to be of urgent necessity. The sum total of these Supplementary Estimates is £114,006 3s. 4d. It will be seen on page 5, that the sum of £49,230 is in connection with our Railways. The

Minister for Railways (Hon. W. Kingsmill) will be able to tell us the gratifying news that the increase of business for the first half of the year has realised more than half of the full annual estimate; and the Railway Department being purely a commercial concern, an increase of business means an increase of expenditure; therefore we have to provide for that increase, which has taken place notwithstanding there has as yet been no increase in the rates. There has been a large increase of business which the Minister will be able to explain fully if desired; and, as a consequence, he requires £39,000 more under one heading, £8,000 under the heading of "Contingencies," and unfortunately £1,000 as a reserve fund in case of accidents, which amount he hopes will not be required, though of course it has to be provided. Under the same heading appears the item, "Honorarium to the General Manager, Mr. John Davies." The feeling of the House the other evening was that the amount the Government proposed to give was not sufficient; and as a consequence, the Government have placed on the Supplementary Estimates, not £500 but £1,000. [OPPOSITION MEMBERS: Hear, hear.] Now those railway items, without going into particulars, which I should prefer the Minister for Railways to give to the Committee, account for nearly half of the total of these Estimates. The next leading items will be found at the foot of page 2 and on the top of page 3, under the heading of "Public works." The first item of importance for which provision is made is the William street bridge. This has been a crying want which I do not know how many Governments have promised to supply; but the Government have decided to make provision for it.

MR. DOHERTY: Will £10,000 cover the whole of the cost?

THE TREASURER: No. This is the amount we expect to spend during the present year. For allowances and travelling expenses, owing to the increased work and increased expenditure, the original estimate has been found insufficient; and so far as expenditure goes, we consider it necessary to make farther provision, so that there is altogether £3,100 for contingencies. Another Public Works item on page 3 is important.

For several years past, we have had before us the question of the Explosives Magazine; and there is not the slightest doubt that a grave danger exists by reason of the present site. Many difficulties have been met with; the question has been carefully considered by this Government and was carefully considered by preceding Governments; and the delay has arisen through the difficulty of fixing on a new site. Some thought the best place would be in the Ranges; others favoured a site between Perth and Fremantle; some preferred it should be on one of the islands: but the difficulties surrounding all these proposed sites were such that we had a strong protest from the whole of the trade; and I have received a letter signed by every importer of explosives in the State, strongly affirming that the only convenient place for this dépôt will be at Case Point. The establishment of a dépôt at Case Point means the extension of a railway to that place, consequently the removal of the magazine is estimated to cost altogether £20,000. The sum put on these Estimates is £5,000, representing the money we expect to spend this year. That includes cost of construction of railway, and removal of magazine buildings. I may say, in passing, that the magazine itself is as an institution self-supporting; in fact, it yields a profit to the State. The extension of this railway may, of course, become useful for other purposes. Under the same heading it will be noticed we are providing £6,000 for the Perth-Fremantle road. A strong expression of feeling has been manifested in Committee on the general Estimates in connection with this work; but hon. members must recollect this will not be the whole cost. I do not know exactly what it will cost, but I think the total will probably be double the amount now provided. The Minister for Works may be able to throw more light on this item. We have made provision for a road to the Perth Sanitary Site also. For several years we have had repeated debates on the necessity for removing the present sanitary dépôt; but the difficulty has been to find another site. The site fixed upon some seven or eight years ago, out to the north-east, is the only site which has recommended itself, I think, to almost all who have examined the question; but

the difficulty is to get there. We propose to remove this difficulty by providing £3,000 for the construction of a road to the new site; and then we shall be able to get rid of the present pumping station. The third principal item is found on the same page, and largely consists of additions to our schools. When we were preparing the Estimates, it was found impossible to provide for all the wants and requirements of our schools, and a good many urgent items were struck out. The sum of £6,640 is provided under the heading "Buildings and other Services of the Education Department," and will provide for the urgent requirements of our educational system. The House has always been willing to vote money for this purpose; and I do not think members are likely to change their minds in this respect. In the same vote, however, we have £3,000 provided for a geological museum building. This is largely in the interests of the department of the Minister for Mines; and, if necessary, he will be able to give fuller information during the debate. At the foot of the first page will be noticed a sum of £6,000 for a pilot boat. This is an absolutely urgent requirement, and has been so for a considerable time. The item was on the draft Estimates for this year, but the Government struck it off. It was thought, as we are likely to have the funds now, to make this necessary provision. The condition of things in connection with the harbour demands the services of this boat for the pilots. It is something approaching to a scandal, the condition things are in now. There is the risk of life to the pilots, and altogether the arrangements are unsatisfactory. Under the heading of Miscellaneous we have a sum of £3,250. Of this amount £2,000 is consequent on the debate which took place last evening, when the House decided that it was undesirable to complete the title of the land promised to the Trades and Labour Council at Fremantle. The Government felt that although it was undesirable to complete the title to the whole of the land and give the whole of this land to the Trades and Labour Council, yet that this body had a claim on the House, for a distinct promise was made and an assurance given again and again; so the Government thought it well to place on

the Estimates the sum of £2,000 to recoup any loss in connection with the matter. As to the land matter, that can be dealt with later on. It will be noticed on the first page that provision is made under the heading of "Contingencies" for paying a sum of money that is due to the first, second, and third South African Contingents. I want to be plain about this, because it is not intended to pay the 90 days' furlough to the members of the Imperial Contingents. They belong to the Imperial Government, and must look to the Imperial Government for any emolument and furlough, or anything of that character. We have already paid a considerable sum in connection with the first and second Contingents, but complaint is made that the third Contingent—some of them have returned and some of them are returning—have not been dealt with as liberally as the first and second Contingents, and I think a promise was made by the Premier that provision would be made. Unfortunately the amount was left out of the draft Estimates purely by mistake, because it was considered that the £3,740 voted would be sufficient to cover the calls, but it is found that another sum of £2,000 will be required to make good the promise, so that amount appears on the Estimates. There is just a small item I should like to call attention to under the heading of "Agriculture." There was some talk in the debate on the Estimates with regard to the National Show. Only £100 was provided, and it has been represented to the Government that it would be an utter impossibility to hold a show—and the people might refuse to exhibit—unless we gave assistance to put the show on the basis of previous years; therefore the sum of £200 is placed on these Estimates for members to decide. Then an amount of £250 is placed here in connection with insect parasites. This is a vote which is being asked for mostly by those interested in fruit growing, and the Government have been informed that the sum will be of great value to the State. I do not know a great deal about this matter, but I think it is intended to send a special expert, whom we have here, around the country and to the other States to obtain the germs of certain parasites. I understand it is proposed to get certain insects introduced into the State which are des-

tructive to the insect pests which we have in the State in connection with our fruits. The amount seems small for doing so great a work, and the Government have conceded to the request. There are a few items connected with salaries and matters of that kind which we can deal with as they are reached. There is an item placed here under the vote "His Excellency the Governor" of £250, necessary for increasing the lighting of Government House: the £150 provided was not sufficient, and the Government have seen fit to place this amount on the Estimates. There is another amount under this heading for the consideration of the Committee, which the Premier knows most about, and which I leave him to explain. Without occupying the farther time of the Committee, I will move the first item, and give any information as the Estimates go on.

MR. NANSON: Would the Premier give some information on this vote?

THE PREMIER: With regard to one item, as he expected, hon. members required some explanation. The item of £2,000 was an "entertainment allowance." The position of the Governor of the State to-day was peculiar in this respect, that since 1890 there had been no rise in the salary of the Governor, whilst his responsibilities, certainly on the social side, had been materially increased. When responsible government was introduced, the salary of the Governor was placed at £4,000 a year. At that time the population was under 50,000 and the revenue was under half a million sterling. No doubt at that time the salary was adequate, because the State was in a more isolated position than it is to-day. It was now really on the highway—

MR. DOHERTY: "On the high road."

THE PREMIER: That was the orthodox Parliamentary term, "on the high road"—West Australia was on the highway between Europe and Australia. It would be within the recollection of members that a considerable sum had been expended in affording to the officer administering the affairs of the Government increased accommodation at Government House. That involved the employment of additional hands in the house, and more responsibility. Since 1892 the cost of living in this State had increased, indeed

the cost all round had increased; there were also more responsibilities on the Governor's shoulders to-day than there were in the past in the way of entertaining. Under the regulations which were presented to the Governor on taking up office, it was understood that he had no special allowances, and amongst other things which he had not got were his travelling expenses when the Governor went about the country. Of course on no occasion had the Government ever charged the Governor the cost of his train journeys: he was treated as a high official and had his free railway pass, but the Governor had to bear the whole of his travelling expenses if he travelled into the heart of the country. It was well known the present Governor had done a good deal of travelling about the country, and when he had travelled it had been at his own expense. The salaries of other high officials, with the exception of the Governor, had all, from time to time, been raised. Take for instance Judges' salaries, also Ministers' salaries. The Ministers' salaries in 1890 were £600 a year: now they were £1,000. It was true that in other States the tendency had been, not to increase the Governor's salary, but to decrease it; still the circumstances of this State and of the other States were by no means parallel. We who were situated at a distance from the Federal seat of Government were not overshadowed to the same extent as the Governors in the other States; but South Australia paid the Governor a salary of £5,000, and New Zealand paid its Governor £5,000 a year and £2,000 for allowances. The reason why the item came down in its present form was that the Government were unable on the Estimates to give to the Governor an increase of salary. That could not be done without amending the Constitution Act and placing the Governor's salary in the schedule, and that was where members would find the amount of the Governor's salary placed at £4,000. Members would also remember that during last year it had been, so far as visitors were concerned, almost a record year for entertainment. The Governor had to entertain the Royal party, and he had recently had to entertain the Governor General.

MR. DOHERTY: Did he get anything for the Royal party?

THE PREMIER: It was not intended to put forward the entertainment of the Royal party, because the greater part, if not the whole of the expenses, were paid by the State.

MR. TAYLOR: And well paid for.

THE PREMIER: The Governor did not put that money into his own pocket: he was merely a representative of the State, and the State enabled His Excellency to entertain his Royal guests in a befitting manner. That was not made use of as an argument, although no doubt if the whole truth of the matter were inquired into, the visit must have put His Excellency to some little personal expense. However, one did not urge that, although entitled to mention it to hon. members. That argument did not apply to the recent visit of the Governor General, when the State did not pay anything towards the entertainment of that distinguished personage. It had been represented to him (the Premier), and no doubt to other members, by previous Governors in this State and by Administrators, that it was impossible for the Governor or Administrator to keep up his position on the salary which had been voted. He knew that Sir Gerard Smith and Sir Alexander Onslow frequently stated that that it was impossible to maintain that very large establishment on the amount of salary which was voted by Parliament; and it meant, of course, an encroachment on the private funds of the Governor or the Administrator for the time being. He (the Premier) did not suppose hon. members desired that the gentleman who occupied the distinguished position of Governor of this State should be called on to put his hand in his pocket too deeply, in fulfilling the duties of his position. One was not at liberty, in a discussion of this kind, to mention any statement which had been made to him by the Governor—the rules of Parliament prevented that being done; nor was it right that the Governor's name should be drawn into a debate of this kind. He (the Premier) must ask members to bear in mind that he was dealing, of course, not with the individual, but with the office.

MR. DOHERTY: What allowance was made for servants?

THE PREMIER: The Governor paid for his servants. He had also to pay for



his stable and his private gardener, but he did not pay for maintaining the lawn between the river and Government House.

**MR. DOHERTY:** He had to pay for all the servants in the house?

**THE PREMIER:** Yes. Government House was almost as large again now as it was in 1890. Members who had had the pleasure of visiting at Government House would be aware that there was a large ballroom and a new dining room, with other additions, which of course required extra salary to keep up. He might mention that it cost something like £500 or £600 to open the ballroom for one night; whereas in the old days entertainments of that kind, when there was no big ballroom, were given either in the old room known as the banqueting hall, or in the private room known as the drawingroom. He noticed from reports concerning other States that about the beginning of this year the question of the Governor's salary cropped up in the Parliament of New South Wales and in other States. A telegram from London, published in the Press, stated that the Agent General for New South Wales had brought before Mr. Chamberlain, Secretary of State for the Colonies, a question regarding the appointment of a new Governor for New South Wales; and it was represented there was considerable difficulty in connection with the appointment, owing to the reduced salary offered by the Government of that State. From this report it would be seen that the Ministry in this State were not taking an unusual step in now urging that an extra allowance should be given to the Governor. This was not a permanent item. He again declared that it was impossible to give a permanent increase of salary to the Governor unless by amending the Constitution Act; and, after consideration, this was the only way which he (the Premier) could find for testing the feeling of Parliament with regard to giving any extra remuneration. He sincerely trusted the Committee would consider that His Excellency had had thrown on him the responsibility of entertaining every distinguished visitor who came to this State; that two weekly mail steamers now touched at Fremantle, bringing distinguished visitors from time to time—though one need not say that each boat brought visitors. Hon. members should also bear in mind that when

His Excellency travelled about the country, he was not entitled to charge the State with the expenses incurred on his journeys; and we might at any rate allow him an adequate sum to cover those extra expenses. In 1890 the Governor had to travel hardly any distance, and he never went further north than Champion Bay, which he could reach by steamer in 24 hours, and never went farther eastward than York, which he could reach by railway. So that very few calls were made on his private purse at that period for travelling expenses. Really this item, "entertainment allowance," should be read as "entertainment and travelling allowance." He did ask members to regard all the circumstances of the case, to weigh fairly the circumstances of 1890 with those of to-day, and to note the difference in regard to the Governor's position; to note the extra responsibility, and the calls on his purse. Hon. members would thus see that the Government were not asking too much in proposing this amount on the Supplementary Estimates. When it was considered that South Australia paid the Governor £5,000 a year, that New Zealand paid its Governor £7,000 a year, he (the Premier) did not think he was asking too much in making this proposal to the Committee. He considered that in every respect this State was now quite on a par with South Australia.

**MR. DOHERTY:** There was not the expense in South Australia that there was here.

**SIR J. G. LEE STEERE:** The salary paid in South Australia was not, he thought, £5,000 but £4,000.

**THE PREMIER:** If South Australia paid its Governor £5,000 or even £4,000, the South Australian Governor would be infinitely better off, from a financial point of view, than would the Governor of this State, there being so many calls here on His Excellency's private means. If we must have Governors, we should desire to have the very best men obtainable. He (the Premier) on this occasion did not wish to criticise our Governor personally; but he thought he was right in saying that His Excellency had the respect of every person in the community. [MEMBERS: Hear, hear.] Nor would he make any personal appeal to the Com-

mittee in this matter, but he put forward this proposal honestly believing it was a fair request, and he hoped the Committee would pass the increase.

MR. J. L. NANSON: It was regrettable that an item of this description should appear on the Supplementary Estimates. The matter was one that required a large amount of consideration, and at the very end of the session it was virtually impossible to give the consideration which the matter deserved. It had always been the general opinion that instead of increasing the expenses of the Governor in this State, there would be a very material reduction under the new system. To bring the salary up now, as the Government were virtually proposing to do, from £4,000 to £6,000 a year, was going very much farther than this House was justified in doing. It was true, as the Premier had pointed out, that any gentleman who filled the position of Governor in this State had very many calls on his purse; and the question was one that must be faced, and faced resolutely—the sooner the better. The difficulty was that an opinion had got abroad that Government House in this State must be a centre of hospitality to an extent that was never expected in the early days of the colony. Everyone in Perth and Fremantle seemed to consider that, if he called at Government House and left his card, he thereby acquired a right to be invited to entertainments and functions at Government House. It was impossible, at the salary the State was paying to the Governor, to have all this entertainment, unless the gentleman filling the position had also large private means. But the right way to deal with the problem under discussion was, not to increase the salary of the Governor, but to decrease his official responsibilities. Let us get back to the old system under which there was a certain amount of official entertaining at Government House; but it should not be considered necessary that the Governor should entertain everyone in the community who chose to leave his card at Government House in expectation of being invited to official entertainments. Government House in this State was now looked on too much as a place for social entertainments, and the system was in this way responsible for a large amount of snob-

bery and tuft-hunting, which was not desirable in a democratic community. We might check this system by keeping the salary down to limits which, while not allowing the Governor to live on a lavish scale, would yet be sufficient to enable him to live in a dignified and simple manner. By taking this course we should be doing a good service not only to the gentleman in question, but to the community as a whole; because he (Mr. Nanson) contended that if this was a democratic country, as we were often told, then we wanted to have an ideal of simplicity not only in our political affairs but in official life, and we should look to Government House for that ideal as an example in the direction of simplicity. So that instead of paying a large salary to enable the Governor to entertain lavishly, we should pay him a small salary; and the duty of entertaining should not be expected of him, but he should be enabled to live in a manner becoming the dignity of an Australian gentleman. If special circumstances arose in which, for the credit of the State, large public functions should be held, the cost should be provided for from sources outside the Governor's salary. If there must be a certain amount of social entertaining, let the cost be borne by the Government rather than by the Governor. As there was a ballroom which, according to the Premier, cost £500 or £600 to open for one night, it would be well that the country should see on the Estimates what it cost to keep up such a useless building. Then we knew that to only a small section of the community could this social entertainment appeal, and that practically the whole of the country population, as well as nine-tenths of the people of Perth and Fremantle were excluded. That being so, it was not apparent that any special good, beyond the circulation of some money among drapers and other tradesmen in Perth, accrued to the community by reason of lavish entertainments at Government House. If a wealthy Governor cared to entertain lavishly at his own cost, well and good; but the ideal of a democratic country should be that the highest offices could be held by poor men; and so long as an officer faithfully carried out his public duties, he should not be expected to spend large sums

out of his salary on purely social functions.

**MR. R. HASTIE:** It was refreshing to hear the preceding speech, which voiced the sentiments of many other members. It was often said a Government was far better off if it had not too much money to spend; and the Estimates generally showed a much more extravagant spirit than hitherto, probably because of the rapidly increasing revenue. Regarding this entertainment allowance, he would not mention the Governor more frequently than was necessary, but he entered his protest against this expenditure for entertainments to a comparatively small section of the community. The Premier, in defending the item, said the South Australian Governor received £5,000 while our Governor received only £4,000. But in South Australia there was no allowance, while here we were asked to give our Governor £6,000, inclusive of this £2,000 for entertainment. What the other expenses were in South Australia did not appear; but here, besides £4,000 for the Governor's salary, we were asked to vote £2,000, in addition to the salaries of Government House officers and other expenses on the General Estimates. The expenditure on the Governor's establishment was already fairly liberal without this proposed allowance, and most people not extravagantly minded would think it sufficient. This was a time for stopping useless extravagance. Most Ministers in meeting deputations from constituencies, always began by saying the Government had no money to spend on luxuries; but there was no pretence that this item was anything but a luxury, and none suggested it served any useful purpose. One or two remarks of the Premier need not have been made. During the Royal visit, almost everyone was in an extravagant mood, and money was distributed lavishly. Much of that money went to Government House for expenses, and the items frightened many people when published. Regarding the Royal visit, it was questionable whether the Governor had any opportunity of being out of pocket. Moreover, in travelling, the Governor travelled free of charge so long as he travelled by rail.

**MR. DOHERTY:** But he could not exist on the railway line.

**MR. HASTIE:** The bulk of his travelling was done by rail. It had been thoroughly understood that when we entered federation, the expenses of the State Governors would be reduced. True, there had been an attempt at reduction in some of the States; but we should find it difficult to follow suit if we increased the vote by £2,000. Would it not suit our purpose as well if we changed the system of appointing Governors? The merits of the present Governor need not be gainsaid or discussed; but one had yet to learn that the position of a State Governor inside a Federation could not be filled save by a gentleman from England. Before the appointment of another Governor, it was to be hoped Parliament would have an opportunity of deciding whether we should not adopt the Canadian system, and be content with one Governor-General for the Federation, having State Governorships filled by local men. He would oppose the item.

**MR. A. Y. HASSELL:** One of the great inducements to enter Federation had been that we should have decreases in expenditure, one of these being in Governors' salaries. Therefore he strongly opposed any increase in the Governor's salary or emoluments.

**MR. W. H. JAMES:** It was much to be regretted that on the Supplementary Estimates an attempt should be made to give any officer, however high, so large an increase as £2,000 a year. What special reason had cropped up, since the General Estimates were first prepared, to justify the inclusion of this large item in the Supplementary Estimates? One would have thought these Estimates consisted purely of items which, by some oversight, had been excluded from the General Estimates. Moreover, Supplementary Estimates came down at the end of a session to fill any want indicated during the discussion on the General Estimates, and not for the introduction of new items of this nature. He objected to the vicious principle involved in the Premier's asking for an increase in the salary of His Excellency. The Premier should not have the right so to do. The salary was fixed by the Constitution Act, to put it beyond the reach of Parliament either to increase or to diminish. If there were any reason for an increase—and perhaps strong

ground could be shown for it—the fact should have been stated in the early part of the session, and a committee of inquiry appointed, which need not necessarily have taken evidence. The fact that a large sum of money was spent on giving increased accommodation and comfort at Government House should not involve increased annual expenditure, beyond the mere upkeep. The sum expended on the ball-room astonished everyone, for it was not required by anyone in this State. The hall was so large as to be a burden on any Governor, and it was hardly logical to say that because we had built this hall, which was really a white elephant, presented with great injustice to the Governor, we should therefore increase the Governor's emoluments. The Governor should not be expected to entertain with the magnificence which the hall suggested; and the hall might, at all events on some occasions, be made available to the public.

MR. WALLACE: Use it for a Legislative Assembly.

MR. JAMES: Whether the Governor's salary were sufficient, or bore a satisfactory relation to the salaries paid elsewhere, need not be discussed. It was argued the salary was £4,000 in 1890; but that sum had been voted to secure the service of one particular Governor; and members would see by the Emoluments Return that in 1895 the Executive had prepared a regulation laying down in minutest detail the items of expenditure which should fall on the State and those which should be borne by the Governor, the intention being to obviate the constant friction which had been experienced as to what was a fair amount for the Governor and the State respectively to pay. Having regard to the length of the session and the magnitude of the proposed increase, and bearing in mind that, once granted, the increase must remain for some time on the Estimates, it would be much more satisfactory were the question left open until next year, and then dealt with early in the session. It certainly ought to be dealt with if the increased burden of entertainment occasioned by a larger Government House unduly harrassed the Governor. One could not help endorsing most emphatically the statements of Mr. Nanson that this hospitality was an expenditure by the Governor on what he believed

to be "the usual thing" in this State. The sooner some of these customs were broken, so much the better for the pocket of the Governor and, he believed, for the peace of mind of the womenkind of this State.

MR. T. F. QUINLAN: This item was somewhat large; but in view of the circumstances that the Governor was called on to entertain in a large way, it was hardly to be expected that he should put his hand into his pocket to entertain the public, more particularly when we knew the Governor was very considerably imposed upon. It was common property that people frequently went to Government House on certain occasions for the purpose of imbibing somewhat freely at the country's expense, and we knew full well that there were many people who went to Government House for that purpose only. Some provision should be made for His Excellency the Governor to entertain, but one hoped members would agree to a reduction of the item. He moved that the item be reduced by £500.

MR. NANSON: Was it possible to move a farther amendment?

THE CHAIRMAN: It would depend on what the amendment was.

MR. NANSON: While regretting that he had to differ from the member for Toodyay, he moved that the item "Entertainment allowance" be struck out.

MR. TAYLOR supported the striking out of the item. This was a delicate subject to deal with. When salaries were raised, there was some motive; therefore he would like to know the reason for this increase. He did not know if anything had happened which was unknown to himself and others during the ins and outs in connection with the change of Government and in the political shuffle that took place. He did not as a rule object to a reduction of wages, but when a salary stood at £4,000 and it was proposed to increase it by £2,000, he could not see the reason for doing so. Unless the Premier could give some reason, he would vote for the amendment. The Government, he understood, were going in for retrenchment. In the speech which the Premier delivered in the Queen's Hall, retrenchment was the order of the day and the administration of the affairs of the country was going to be unique. But the same old administra-

tion was going on, and worse than that: those receiving high salaries were, by those who desired democracy, getting increases, while those receiving low salaries did not have their remuneration increased.

HON. F. H. PIESSE: Would the Premier state whether this was a special allowance—were there any special reasons why the amount was asked for, or would it be a recurring item?

THE PREMIER: No; if it was to be a yearly allowance it would have to be put into an amended Constitution Act; but this item would not appear on the Estimates next year.

HON. F. H. PIESSE: What were the special reasons for the allowance?

THE PREMIER: The reasons had already been given.

MR. PIGOTT: At the risk of being called a "tuft-hunter," he would oppose the amendment. From the remarks of the Premier, the Committee were quite justified in passing the item without any farther discussion. This money was asked for as compensation for money already spent. If it were not he would not feel so strongly on the subject. Members were quibbling about a paltry amount, while last week members threw away the chance offered to them of saving the country nearly £200,000.

MR. J. J. HOLMES: Before expressing an opinion on the vote, he would like to explain that he was not responsible in any way for the Supplementary Estimates, because his resignation as honorary Minister was in the hands of the Premier before these Estimates were brought into existence.

MR. DAGLISH: No one blamed the hon. member.

MR. HOLMES: It did not matter to him whether any blame was cast on him or not: the explanation was due to members, before he proceeded to oppose this item. The Governor when he accepted office knew the salary attached to the position, and whilst we had an estimable gentleman at Government House, whom all must be proud of, being the right man in the right place, nevertheless this gentleman had accepted office for the sum mentioned in the Constitution Act, and he should not receive £2,000 by a side issue. It was understood when we became part of federated Australia that certain responsi-

bilities would be removed from the State; consequently we should be able to economise and work on a less elaborate scale; yet whilst as a colony it cost £4,000 for the Governor, as a State of the Commonwealth it was proposed to increase the salary to £6,000. This £2,000 per annum was to be a permanency.

THE PREMIER: No.

MR. HOLMES: The Premier had explained that it was necessary to have an additional allowance for the Governor.

MR. DOHERTY: And the reasons were given.

MR. HOLMES: The Premier led the Committee to believe this was to be a permanency brought about by the development and extension of the country. If we passed the vote now it would perhaps not appear in the same form next year. If the Premier was satisfied that the Governor was entitled to this allowance, then the Premier would be entitled to bring the amount in next year and ask the House to vote it.

THE PREMIER: It was not stated that this was to be a permanency—in fact, he had been explicit in saying the item would not appear in the next Estimates, nor in any form at all. He had stated that if we had to make a permanent increase in the Governor's salary, it would have to be done by amendment of the Constitution Act, and he would go so far as to say that when the amending Constitution Bill came down during next session, as assuredly it would, he would propose an increase in the Governor's salary, because he did not think in the present circumstances that £4,000 a year was adequate remuneration for the position. Members must not think that he was trying to hoodwink or get anything by a side wind. It was clear this was not an amendment of the Constitution—

MR. TAYLOR: It was a feeler.

THE PREMIER: Or that it secured a permanent increase of salary. It was not a nice thing to attempt to force this on the Committee, and he did not like dividing the Committee on the question; but he would like to mention, in reply to the member for East Perth, that the reason why this item did not appear on the general Estimates was that when the original Estimates were drafted the point was not raised at all by any Minister, and the Estimates were drafted many months

ago and had been before members for some time. The member for Mt. Margaret said the Government were going in for retrenchment and were not going to give away any money at all. One would like the hon. member to turn over the pages of the Estimates and see that the Government proposed £2,000 for a grant to the Trades and Labour Council at Fremantle.

MR. TAYLOR: Yes; and £6,000 worth of property was taken away from them.

THE PREMIER: Not by the Government: the House did it. Rather than force this matter he would be prepared to accept the amendment which was suggested for reducing the item by £500, or indeed he would still farther reduce the amount.

THE CHAIRMAN: The amendment before the Committee was that the item be struck out.

THE PREMIER: Then he suggested that hon. members should not strike out the item, but allow it to stand at £1,000. He did not think members would regard £4,000 a year as an adequate remuneration for the Governor, considering all the circumstances. If members would consent to let the amount stand at £1,000, we could not then be said to err on the side of liberality; and at that rate he would be justified in saying that he would be prepared to propose an increase when the Constitution Bill came down. This item would not appear on the next year's Estimates. The member for East Perth made another slight mistake in saying this motion was to cover the expenses of three or four months only. Members should be aware that His Excellency the Governor had been here nearly a year, and in the circumstances the House should not object to pass the amount at £1,000 instead of striking out the item.

MR. TAYLOR: Strike it out.

MR. NANSON: It was to be regretted one could not fall in with the suggestion of the Premier. Any additional reasons, if they could be called reasons, advanced by the Premier were not sufficient to justify an increase. That great country, the United States of America, with a population of some 70 millions, managed to get along by paying its Governor or President £10,000 a year; and Western Australia, with a population of 200,000, should be able to get along by paying its

Governor £4,000 a year. In connection with the expenditure to which the Governor had been put during the Royal Visit, we all recognised that liberal provision had been made by this House; and, as the Premier admitted, this did not come into consideration at all. With reference to the visit of the Governor General of Australia, we might expect such visits to be renewed at intervals; and it would be better, if necessary, to make a special provision for such visits rather than increase the amount of the Governor's salary. If this increase now proposed were passed, members would know the money was to be expended in entertaining what were called the upper classes of society; and he could not see why, in a democratic community, it should be necessary to recognise any such distinction or make any special provision for entertaining a particular portion of the community. Let us follow the system of the United States, where everyone who wished to meet the President knew that he could do so by going to a certain place at certain times of the year; and that was absolutely all the entertaining which was expected from the President towards the people generally in the United States. He (Mr. Nanson) did not care if the Governor of this State was paid a salary which was not sufficient to enable him to spend money on garden parties, balls, and that sort of thing—a sort of accretion that had fastened itself on us, under an artificial system. These things were not necessary in a democratic community, and the money expended on them could be spent to greater advantage in developing this enormous country. The Treasurer (Hon. F. Illingworth) during the election campaign went about telling the people that the new Government were not going in for luxuries, but only for necessities; and he (Mr. Nanson) having applauded him for that line of policy, felt called on now to act consistently by opposing the Government when they proposed to grant money for purposes of entertaining, which could well be done without. He regretted that a Government which came in with professions of democratic virtue was lapsing from the strict rectitude of democratic principle; and when we saw a democratic Government entering on this expenditure in social entertaining, one must suspect there was

some disease which attacked men when they got into Ministerial positions, or they seemed to view things through different spectacles.

MR. TAYLOR: The hon. member ought to know.

MR. NANSON: As to "knowing," he had been too busy fighting elections during the short time he was Minister to take any part in social entertainments. He must say now that it was his intention to adhere to his amendment that the vote be struck out, in order that he might politically vaccinate the Government and render them immune from such noxious influences in the future.

THE PREMIER: Rather than carry on a debate upon so delicate a subject, he would like to take time to consider what course he should pursue; therefore he now moved "That progress be reported and leave asked to sit again," in order that he might confer with his colleagues and decide what should be done in the circumstances.

Motion (progress) put and passed.

Progress reported, and leave given to sit again next day.

#### LOAN ESTIMATES.

Message from the Governor having been presented and read, recommending appropriation for the Loan Estimates, the same now considered.

#### IN COMMITTEE OF SUPPLY.

Vote—*Departmental*, £66,230 :

THE TREASURER (Hon. F. Illingworth): I do not wish to occupy the time of the House in introducing the Loan Estimates, as hon. members will have an opportunity of discussing the various matters, if so disposed, while the Estimates are going through. A good portion of the money has already been expended in accordance with the votes of the House, on works in progress and on works that have been authorised by the House. It is, however, deemed necessary to place the Loan Estimates for the expenditure of the year before hon. members; and if information be desired on any of the votes or items, doubtless the Minister for Railways and the Minister for Public Works will be able to afford such information to members when the votes are severally dealt with. On page

3 of the printed Estimates a summary of the votes will be found, made up in this way:—*Departmental*, £66,230; Railways and Tramways, £848,115 17s. 1d.; Harbour and River Improvements, £213,908 8s. 6d.; Water Supply and Sewerage for Towns, £14,000; Coolgardie Water Supply, £800,000; Development of Gold-fields and Mineral Resources, £55,750 11s. 11d.; Roads and Bridges, £729 11s. 6d.; Development of Agriculture, £15,000; Immigration, £3,820 16s. 9d.; Miscellaneous (including charges and expenses of raising loans), £10,062 2s. 4d.; making a total of £2,027,617 8s. 1d. proposed to be expended out of loan moneys during the current year. I move the first item of "*Departmental*."

MR. TAYLOR: Would the Minister for Works explain items 137 to 150, being salaries of engineers in charge of the Coolgardie Water Scheme, ranging from £800 to £185? Was it necessary to have all these engineers? Seeing there were some 30 other engineers provided on the next page, these items suggested the old adage, "Too many cooks spoil the broth."

THE MINISTER FOR WORKS: (Hon. C. H. Rason): As to whether such items were necessary, acting on the advice of his responsible advisers he said, without hesitation, they were; and the hon. member must, on reflection, admit that the staff of engineers was small, considering the magnitude of the work.

MR. TAYLOR: These estimates had been placed in the hands of members who, a moment afterwards, were asked to pass them without consideration. He moved that progress be reported.

Motion put and passed.

Progress reported, and leave given to sit again.

#### DIVIDEND DUTY ACT AMENDMENT BILL.

#### IN COMMITTEE.

Resumed from the last sitting, on new clause proposed by Mr. Sayer, to stand as Clause 5.

MR. W. F. SAYER: As to the propriety of this amendment, there could be no doubt. The object of the existing Act was to introduce the principle of an income tax, but to confine it to public companies. With local companies the

Act proceeded on sound lines and on the only principle which, except in another part of this Act, had ever guided the application of an income tax. The duty was imposed on the dividends distributed to shareholders, a dividend being the form in which the shareholders' income was received. But the Act, in subsequently dealing with foreign companies doing business in this State, prescribed that they should pay the duty not on their dividends but on their profits. Amongst such companies were mining companies, and it had been argued that if the duty were not collected on the profits, they might postpone paying dividends so as to escape the duty. That argument was fallacious; and it was therefore proposed in this Bill to repeal that section of the Act. It seemed also to be assumed that foreign companies must necessarily make greater profits here than elsewhere, which was also a fallacy. The right course was to amend the Act so that companies doing business in this State and elsewhere should pay duties on their dividends, like local companies, and not on their profits. By so providing we should follow the practice prevailing in every other country which imposed an income tax, and particularly in Queensland, from whence we adopted the main features of the existing Act. This would, amongst other companies, bring foreign banks doing business here into line with the Western Australian Bank. The ratio was taken in the proportion of the assets in the State as compared with the entire assets of the company. That was the method by which duty was paid on dividends, and on which income tax was collected from companies all the world over. As we were trying to bring about reform in regard to mining companies, so an endeavour should be made to do the same in regard to banking companies.

MR. MONGER: Bring in a special Banking Bill.

MR. SAYER: That would be out of place. It was purely a matter of income tax or dividend duty. The law as it stood was eccentric or peculiar to a degree, and the sooner it was remedied the better. We should not assume that necessarily the company which carried on business here made greater profits here than anywhere else; and we should restore our law to the position of the

Queensland Act, of which it was a copy.

MR. F. CONNOR: This was an interference with the banking laws, which had been taken over by the Commonwealth; therefore we would be going outside our powers. The Bill generally was an injustice to certain firms, because it placed companies which were not registered on a better footing than other traders in the same lines of business.

THE CHAIRMAN: The hon. member was travelling outside the question.

MR. CONNOR: It was his intention to move that a new clause be added to the Bill.

MR. MONGER: There were several new clauses which he intended to propose.

THE CHAIRMAN: They would have to be dealt with later.

MR. MONGER: The proposed clause might be withdrawn, to enable him to move a new clause taken from the South Australian Act.

THE COLONIAL SECRETARY: The object of the Bill was to remove certain irregularities in connection with mining companies. As it was desired the Bill should pass, perhaps the mover would withdraw the proposed clause.

THE PREMIER: The proposed new clause could be considered next session, which, after all, was only two or three months hence.

Proposed clause by leave withdrawn.

New Clause:

MR. W. F. SAYER moved that the following be added as Clause 4:—

Section 25 of the principal Act is hereby repealed.

The Act would expire in December next, and this clause would extend its operation.

Put and passed, and the clause added to the Bill.

Title—agreed to.

Bill reported with amendments, and the report adopted.

#### ROADS BILL.

#### RECOMMITTAL.

On motion by Mr. W. F. SAYER, Bill recommitted for amendment of certain clauses.

Clause 12—Repeal of Section 97 of the principal Act, and substituting section:



MR. SAYER moved that the following be added as Sub-clause 3:—

In estimating the net annual value of gold-mining or mineral leases, no regard shall be had to any metals or minerals contained or supposed to be contained therein.

Amendment put and passed.

Clause 19—Amendment of Clause 9 of the principal Act:

MR. SAYER moved that in the fourth line, after "behalf," the words "and in the name" be inserted.

Put and passed.

MR. SAYER farther moved to add as an additional sub-clause:—

A certificate signed by the chairman of the board, that the secretary or officer therein named has been authorised to take proceedings, shall be conclusive evidence of such authority.

Put and passed.

Clause 23—Auditors:

MR. SAYER moved that the following be added to the clause:—

If any difference shall arise between the auditors, the same shall be referred to and finally settled by the Minister.

Put and passed.

Bill reported with farther amendments, and the report adopted.

## COAL MINES REGULATION BILL.

### IN COMMITTEE.

Resumed from 29th January.

Clause 4—Interpretation of terms:

Amendment (moved at the last sitting by Mr. Taylor) by leave withdrawn.

THE MINISTER FOR MINES (Hon. H. Gregory) moved as an amendment in paragraph (h), that the words "State mining engineer" be inserted after "mines." The definition would then read: "Inspector of mines or State mining engineer under this Act."

Amendment put and passed.

MR. EWING moved that the following definition be added as a new paragraph: "Registrar means registrar of a mining district."

Amendment put and passed, and the clause as amended agreed to.

Clause 5—agreed to.

Clause 6—Persons not to be employed below ground more than eight hours on any day:

THE MINISTER FOR MINES moved as an amendment in Sub-clause (2) that the word "returns" be struck out and the following inserted in lieu: "is relieved

of his work, and commences to return to the surface." This would make the clause exactly the same as in the Mines Regulation Act.

MR. J. EWING (in charge of the Bill): The select committee which had considered this Bill went into this question thoroughly, and the evidence on the point being practically unanimous, the committee agreed to recommend the clause as it stood in the Bill. It had been contended all along the line that the eight hours should be counted from bank to bank, this being the usual practice in all parts of the world. He hoped, therefore, the amendment would be withdrawn.

MR. A. E. THOMAS supported the amendment as being necessary for the safety of the mine. It was customary for the shift to be relieved at the face of the workings, and if not relieved at the face but at the top of the shaft, difficulties might occur. By relieving men at the face, there was no hardship in requiring them to go to the surface in their own time, because they had only to step into a cage and be wound up. Another reason was that the amendment would make the clause correspond with the provision in the Mines Regulation Act; and in regard to that Act, the persons interested in the working of gold mines had never questioned the provision which required men to be relieved at the face.

MR. EWING: In the coal mines at Collie, winding cages were not used, and that argument did not apply.

MR. G. TAYLOR opposed the amendment because it was not necessary in coal mining for men to be changed at the face in changing shifts. Coal seams ran differently from reef formations in gold mines, and the conditions were not similar. The relieving shift would leave the surface when the whistle blew at the top, and some time must elapse before the various men in that shift could reach the face in the different workings of the mine, some of them being considerable distances away; and as the shift boss was not always there, or could not always spare time to go to the various workings, a man working here or there might go on without being relieved. Men in the workings could not always hear the whistle.

MR. EWING: The bulk of work in the Collie was done by contract.

**MR. NANSON:** A Bill of this controversial character could hardly be considered adequately at the end of a session, and this House could hardly be expected to accept so large a Bill on the recommendation of a select committee without giving careful consideration to it. As this could not possibly be done now, he moved that progress be reported.

**THE MINISTER FOR MINES:** Only a few clauses were controversial.

**THE COLONIAL SECRETARY:** It was to be hoped members would go on with the Bill, because if not considered now it would never be considered.

[Motion not pressed].

**MR. THOMAS:** The provision in the amendment, if placed in the Bill, need not be enforced except in necessary cases, and such cases might arise in the working of a coal mine.

**MR. TAYLOR:** It was almost impossible to make a hard-and-fast rule for shifts where explosives were used; and the reason of the rule was to enable the employer to make the men change at the face, if working without explosives.

**MR. RESIDE:** The last speaker evidently had not worked at Collie. The clause suited the present circumstances of the Collie mines, and should be passed.

Amendment put and negatived, and the clause passed.

Clauses 7 to 13, inclusive—agreed to.

Clause 14—Remuneration to check-weigher:

**MR. EWING** moved that Sub-clause 2 be struck out. The usual practice was for miners to arrange for the payment of the check-weigher.

Put and passed, and the clause as amended agreed to.

Clause 15 to 17, inclusive—agreed to.

Clause 18—Non-application of provision as to distance between two shafts, etc.:

**MR. EWING** moved that in line 6 the word "not" be inserted, to read "or not less."

Put and passed, and the clause as amended agreed to.

Clauses 19 and 20—agreed to.

Clause 21—Payment of manager of mine:

**THE MINISTER FOR MINES** moved that a new paragraph be added to Sub-clause 3, to stand as paragraph (d):—

The board may, subject to regulations, issue a first class certificate of competency to any

person who has received a certificate of competency as a colliery manager from—

- (a.) Any legally constituted board of examiners for colliery managers in any of the Australasian States, or from
- (b.) Any authority by whom an examination (equivalent to that required by the board) to test the qualifications of candidates is required prior to the granting of such certificate, provided that such person is still entitled to practise as a colliery manager in the State or country wherein he obtained such certificate.

This would allow any person who had obtained a certificate as a colliery manager in any other country to get a certificate of competency under this Bill.

**MR. EWING:** The amendment was much better than that recommended by the select committee.

Amendment put and passed.

**THE MINISTER FOR MINES** moved that the following be added, to stand as paragraph (e): "The board may refuse a certificate of any class to any applicant, if it is not satisfied as to his character."

**MR. THOMAS:** Surely the directors or the owners of a company were the proper judges of the characters of their employees.

Amendment put and passed, and the clause as amended agreed to.

Clause 22—Daily supervision of mine by manager or under manager:

**THE MINISTER FOR MINES:** The last part of Sub-clause 2, to the effect that the nomination of an under-manager or overman should not affect the personal responsibility of the manager, should be struck out. The provision was too drastic.

**MR. EWING:** On reflection, he would support the amendment; for such a deputy must hold a first or a second-class certificate, and be subject to the same responsibilities as the manager. The desire had been to prevent the manager from neglecting his duties for, say, six months, and throwing the responsibility on a subordinate.

**MR. THOMAS** supported the Minister. It was unreasonable that a manager who happened to come to Perth should be responsible for what might take place in his absence.

**THE MINISTER FOR MINES:** As the subordinate left in charge must have a first or a second-class certificate, such

subordinate should bear the responsibility. He moved that all the words after "Act," in line 4 of Sub-clause 2, be struck out.

Put and passed, and the clause as amended agreed to.

Clause 23—Constitution of board of examiners:

THE MINISTER FOR MINES moved that in line 3, after "of," the words "not more than" be inserted.

Amendment put and passed, and the clause as amended agreed to.

Clauses 24 and 25—agreed to.

Clause 26—Inquiry into competency of manager and cancellation of certificate in case of unfitness:

THE MINISTER FOR MINES moved that in line 3, all the words after "thereon" be struck out, and the following inserted in lieu: "and the Governor, on the recommendation of the Minister, may either cancel or suspend such certificate." There was no power under the Bill to cancel a certificate in the event of the board finding that a man was careless, or was not desirable.

Amendment put and passed, and the clause as amended agreed to.

Clause 27—Costs and expenses of inquiry:

MR. A. E. THOMAS: It seemed funny that when a manager was brought before the board by the inspector he should be called on to pay the expenses of the inquiry.

MR. RESIDE: The board would not act in such a drastic fashion. The same power was possessed by the engine-drivers' board. When a man's certificate was suspended he was not called upon to pay the costs of the inquiry.

MR. TAYLOR: If a manager was not suspended he would not have to pay. The clauses of this Bill should not be made so ambiguous.

Clause put and passed.

Clauses 28 to 30, inclusive—agreed to.

Clause 31—Board of examiners for engine-drivers:

MR. RESIDE suggested that an engine-driver should be a member of the board of examiners.

THE MINISTER FOR MINES: It was absolutely essential that one of the members of the board should be a qualified engineer, and not merely an engine-driver.

MR. RESIDE: One of the members of the board should be a qualified engine-driver.

MR. EWING moved that in line 3, after "engineer" the words "and one a certificated engine-driver" be inserted.

MR. THOMAS: It did not state what engines the person should be a qualified driver of.

Amendment put and passed, and the clause as amended agreed to.

Clause 32—Certificates of service for engine-drivers:

MR. EWING moved that in line 3, after "mine," the words "of any description" be inserted. This would enable an engine-driver from a gold mine to take charge of an engine on a coal mine.

Amendment put and passed.

MR. RESIDE moved that in line 5, the words "in this Act" be struck out, and "the Mines Regulation Act of 1895" be inserted in lieu.

MR. TAYLOR: This was a Bill to regulate coal mines, and it should not be made to clash with the Act to regulate gold mines.

MR. RESIDE: A certificate issued under this Bill should be identical with that issued under the Mines Regulation Act. It should be observed that this certificate was for service, and was given on satisfactory proof being produced that the applicant had been 12 months in charge of machinery. Therefore, this was a certificate of service, not a certificate of competency, as competency was assumed to be proved by the length of service.

THE MINISTER FOR WORKS: The amendment would inflict an injustice on a number of men, because before a certificate could be obtained the applicant would have to prove that he had been 12 months in charge of machinery prior to the Act of 1895.

MR. RESIDE: That would not prevent his getting a certificate of competency, this being merely a certificate of service.

MR. THOMAS: In ten years' time a man applying for a certificate would have to prove that he had worked for 12 months on machinery prior to 1895. Surely that would be a hardship.

MR. RESIDE: The two cases should be put on the same footing, and he would

divide the Committee on his amendment, if necessary.

Amendment put and negatived.

THE MINISTER FOR MINES moved, as a farther amendment, that after the word "Act," in line 5, there be inserted the words: "Providing such board is satisfied that the candidate is then not subject to any physical infirmity, such as deafness, defective vision, or epilepsy, which would render him unfit."

Amendment put and passed.

On farther motion by the MINISTER FOR MINES, the following words were added to the clause:—"And the board or any member thereof may grant a learner's permit certificate to any person, in accordance with the regulations, after being satisfied as to the applicant's fitness to become a learner, and such certificate shall entitle the holder to become a learner under a certificated engine-driver and assist in driving any engine for mining purposes other than a winding engine."

Clause as amended agreed to.

Progress reported, and leave given to sit again.

#### GAOLS ACT AMENDMENT BILL.

Received from the Legislative Council, and, on motion by the PREMIER, read a first time.

#### LIGHT AND AIR BILL.

##### IN COMMITTEE.

Clause 1—agreed to.

Clause 2—Access or use of light or air:

THE PREMIER: Acting on a suggestion made by the member for East Perth (Mr. James) at the last sitting, he moved as an amendment in paragraph (a) that after "executed," the words "and registered" be added: the passage to read "executed and registered."

Amendment put and passed, and the clause as amended agreed to.

Clauses 3 to 5, inclusive—agreed to.

Bill reported with an amendment, and the report adopted.

#### LAND ACT AMENDMENT BILL.

##### IN COMMITTEE.

Clause 1—agreed to.

Clause 2—Amendment of principal Act:

MR. W. F. SAYER: A formal amendment was required in Section 53 of the principal Act, by inserting a new sub-clause to stand as sub-clause (d): "In Section 53, insert in line 3, after the word 'or,' from time to time alter the boundaries thereof."

Put and passed.

MR. SAYER farther moved that there be added to paragraph (d): "And the words, 'if situated within 40 miles of a railway,' in line 5, are struck out." This was a farther amendment of Section 59, with a view to the development of the agricultural land in the salmon-gum country in the Esperance district.

Put and passed.

MR. SAYER moved that paragraph (f) be struck out. The retention of this would be inconsistent.

Put and passed, and the paragraph struck out.

MR. SAYER moved that in paragraph (g), after the word "fence," in line 3, "the Minister may allow half of" be inserted. This would put rabbit-fencing on the same footing as any other fencing for the purpose of estimating its value as part of the improvements. In second and third-class holdings, if the whole cost of fencing were allowed as an improvement, this would exhaust the obligation to improve, and the proprietor could content himself with fencing.

Put and passed.

MR. SAYER farther moved that paragraph (h) be struck out. Sections 69 and 72 of the Act provided that the pastoral lessee in occupation should have a prior right to grazing leases, and an intending selector must give notice to such lessee. It was proposed not altogether to abolish that prior right, but to insert a new paragraph to the effect that as from the 31st December next, nothing contained in this section should apply to the South-West Division of the State; so that the prior right should continue in regard to that division. The section would therefore be repealed in a year's time with respect to the South-West Division.

Amendment put and passed.

MR. SAYER moved that a new paragraph be inserted to stand as paragraph (h): "In Section 74, line 7, after the word 'sixty,' 'nor less than ten' be inserted." This was necessary, in view

of the smaller homestead farms which it was proposed to establish.

Put and passed.

SIR JAMES G. LEE STEERE moved that paragraph (j) be struck out. This was the most extraordinary and unjust provision he had seen in any Bill; for its object was that if a pastoral lessee who had gained his case was not awarded by the arbitrator 75 per cent. of the amount of his claim, then costs should be awarded to the defendant. What would be thought of an ordinary court of law in which, if a plaintiff claimed £5,000 and were awarded £3,000, the defendant got the costs? From experience, he knew that the amounts awarded to pastoral lessees were often ridiculously low; yet unless 75 per cent. were recovered, the selector was to get the costs.

MR. J. L. NANSON: Apparently the object of the paragraph was to prevent extravagant claims for compensation. To frighten off the selector, the lessee sometimes made claims out of all proportion to the amount he had any chance of obtaining; and the selector, being often poor and ignorant, was afraid to proceed. He instanced one case in which the lessee had made an extravagant claim for severance only. The object of the paragraph was to protect the selector against absurd claims intended to block settlement.

MR. JACOBY: The percentage seemed too high; but provision should be made to prevent the many fictitious claims by pastoral lessees. Most of these were reasonable in their demands, but others made ridiculous claims, so that "small" men were frightened out of certain districts, owing to the expense of arbitration. Something should be done to prevent exorbitant claims being made. Perhaps 75 per cent. was too high; therefore he moved as an amendment on the amendment, that in line 4 of Sub-clause (j) the words "seventy-five" be struck out and "fifty" inserted in lieu.

THE PREMIER: Were the costs awarded to the lessee?

HON. F. H. PIESSE: Yes; under Section 49.

MR. HASTIE: In the Legislative Council, where the squatting element predominated, 75 per cent. had been decided upon. It was doubtful whether it would be advisable to reduce the percentage, because it was usual for the lessee to

claim more than he was likely to get, and the selector would be put to the expense of testing the case.

MR. DAGLISH: Unless an unduly high claim were made, there would be no necessity for arbitration. The squatter by putting in an undue claim forced the selector to go to arbitration and pay costs. Perhaps the difference of 25 per cent. would make the parties come to some agreement. He would support the clause as it stood.

MR. JACOBY: It was very easy for the squatter to over-estimate his own improvements. One would prefer to see the clause stand as printed because 25 per cent. did not seem to be a sufficient margin.

MR. HOPKINS supported the clause as it stood. The squatter would in all probability try to meet the selector without referring the matter to arbitration and the value of the improvements would be arranged. The clause might have a desirable effect in that direction.

THE PREMIER suggested that the clause might be amended so that the costs should not be awarded to the lessee, the idea being that the man should not make an excessive claim on the one hand or too small a claim on the other. If the parties saw they were likely to be deprived of their costs that might bring them together to effect a settlement.

MR. SAYER: Perhaps there would be an opportunity of recommitting the clause.

HON. F. H. PIESSE: On the understanding that the clause would be re-committed, perhaps Sir James Lee Steere would withdraw his amendment.

SIR JAMES G. LEE STEERE said he was prepared to withdraw his amendment.

MR. R. HASTIE: If a penalty were inserted, the parties might be more moderate in their demands.

Amendment (to strike out paragraph j) withdrawn.

Amendment (Mr. Jacoby's, to substitute 50 for 75 per cent. of amount claimed) put, and negatived.

MR. HASTIE, referring to paragraph (k)—2s. 6d. substituted for 5s. as the fee for woodcutter's license—moved that the fee be 1s. This amendment would make the fee 1s. a month, or 12s. a year. Woodcutting was the last resort of men seeking employment, and the fee should be small.

MR. A. E. THOMAS supported the amendment.

MR. HOPKINS preferred 2s. 6d. per quarter, as 1s. would not pay for clerical work in issuing licenses.

THE PREMIER: The amendment (1s.) would be accepted.

MR. HASTIE: Quarterly licenses instead of monthly would be better, as the woodcutters would not lose so much time in renewing.

THE PREMIER: The license might be taken out for a quarter or longer, at 1s. a month.

MR. NANSON: The reduction of fee should apply also to sandalwood cutters.

Amendment (Mr. Hastie's) put and passed, and the clause as amended agreed to.

Clause 3—Amendment of Section 152 of principal Act:

THE PREMIER moved that in the sixth line the words "a term not exceeding 21 years from the date hereof" be struck out, and the following inserted in lieu: "for such term not exceeding 99 years as to the Governor may seem fit."

MR. HOPKINS: Provision should be made that the leases should be let by public tender. The difficulty arising out of the case of certain occupiers of land at Boulder should show the necessity for leasing by public tender.

Amendment (the Premier's) put and passed.

MR. HOPKINS moved that after the word "pounds," in line 10, "provided always that such leases be subject to public tender" be inserted.

THE PREMIER: The amendment could not be accepted. Suppose a lessee obtained from the Government a lease for five years, and made certain improvements for any of the special purposes mentioned in the clause, and then sought a farther lease for five years, it would be unfair to put up that lease to public tender, and throw the whole of those improvements on the market.

MR. HOPKINS: True; but there would be no objection to the original lease being put up.

THE PREMIER: The yearly rental was fixed at a minimum, not a maximum; and the Government of the day would doubtless do their best to secure the fairest rental they could get for the term.

The amendment would involve the recasting of the clause.

MR. HOPKINS: Provide in the first instance that the lease should be submitted to public tender, and afterwards except renewals from the operation of the clause.

THE PREMIER: The hon. member desired that there should be no hole-and-corner business about this. The provision was made because it was said that special leases should not be granted until published in the *Gazette*. The chances were that when a man wanted the land for speculative purposes he did not desire it to be known to the public, because he would be blackmailed. If the amendment was pressed it would mean the recasting of the clause.

MR. HOPKINS: This matter had been brought forward and he had done his duty. It rested with the Committee to say whether the amendment should be withdrawn.

MR. R. D. HUTCHINSON: The amendment should not be carried. A man who had a building erected on the land should not have persons blackmailing him at the sale.

MR. HASTIE: If the grants became valuable through population settling, the country ought to get some benefit. There was a tremendous amount of secrecy about these applications which was not desirable. The applications were invariably sent to the Lands Department, and the officers were not acquainted with the local surroundings. It was absolutely impossible that the department's officers could judge the value of the land unless it was put up to auction. The matter should be published in the local newspaper.

THE PREMIER: The application could be advertised in the *Gazette* and in a local newspaper.

MR. HASTIE: If that were done it would meet the circumstance somewhat.

Amendment put and negatived, and the clause as previously amended agreed to.

Clauses 5 to 8, inclusive—agreed to.

New Clause — Timber lessees and licensees may be authorised to construct tramways:

THE PREMIER moved that the following be added as a new clause:—

The Governor may grant to any lessee or licensee, under Part XI. of the principal Act,

upon such conditions as to the Governor may seem fit, permission—

- (a.) To construct and use tramways through and upon any Crown land or reserve, and to employ locomotive engines or other motive power and wagons for the haulage of timber, piles, poles, balk, or firewood, lawfully felled, cut, split, or removed; and
- (b.) To connect any such tramway with any Government Railway, subject to the regulations of the Railway Department made from time to time with respect to private sidings.

Any such permission may be revoked at the will of the Governor, and no person shall be entitled to recover compensation for any loss or damage he may sustain in consequence of such revocation.

It was desired that permission should be given in *bona fide* circumstances for people to run firewood lines into the bush. There was no chance of monopolists coming in and securing the lines after a time.

MR. HASTIE: Would the Premier explain the terms "lessees and licensees?"

THE PREMIER: A lease implied a grant for a long term, and a license was a mere permission to do something which might be revoked at will.

THE MINISTER FOR MINES: This provision would apply to persons holding timber leases.

MR. THOMAS: Some difference should be made between the timber on the coast and on the fields. He objected to any Government having the power to give a long lease to run a tramline to tap timber reserves.

THE PREMIER: It was a permission which could be revoked at will by the Governor.

MR. THOMAS: If a lease were given, it could not be cancelled.

THE PREMIER: It was not a lease. We could give the right to keep a tramline going. If a man had a lease and he wanted a tramline through it, he could get the right, but that could be revoked at will.

MR. HASTIE: As one understood the position, this would apply practically to only the goldfields, and so far as he knew there was no timber lease on the goldfields. He wanted to know if the Government intended to start a new system by which persons would get leases on certain portions of land on the goldfields.

THE PREMIER: No. If there were a lease, it would mean that the parties would have the whole right of the surface, and could prevent anyone from walking over it without permission of the lessee; but that was not the intention of the Government at all. A man might have a license to cut timber over a large area.

MR. HASTIE: The term "timber lessee" on the goldfields was a new one. It meant that any man could go to any part of the goldfields and cut timber. Of course if a man had the right to lay a train, to all intents and purposes he had practically the monopoly of the tram, therefore no lease was required. Was it intended to grant a lease of timber on the goldfields; that was, to give a monopoly?

THE PREMIER: That was not the intention of the Government. He would move to report progress and look into the matter.

HON. F. H. PIESSE: Referring to Section 121, the Government were asking for what already existed.

MR. THOMAS: The Premier stated that the Government had power to grant a timber lease, but he (Mr. Thomas) did not want the Government to have such power.

On motion by the PREMIER, progress reported and leave given to sit again.

#### ADJOURNMENT.

The House adjourned at 11:44 o'clock, until the next day.

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