

**Legislative Council.***Monday, 26th October, 1896.*

New Parliament Houses—Lands Resumption Act, 1894, Amendment Bill: third reading—Jury Act, 1871, Amendment Bill: third reading—Public Health Act, 1886, Amendment Bill: third reading—York-Greenhills Railway Bill: third reading—Kalgoorlie-Kanowna Railway Bill: third reading—Perth Racecourse Railway Bill: third reading—Goldfields Act, 1895, Amendment Bill: third reading—Kalgoorlie-Menzies Railway Bill: Legislative Assembly's Message; second reading; committee; third reading—Appropriation Bill: committee; third reading—Bills of Sale Bill: laid aside—Leave of Absence to President—Adjournment.

THE PRESIDENT (Hon. Sir G. Shenton) took the chair at 7:30 o'clock, p.m.

**NEW PARLIAMENT HOUSES.**

THE HON. C. A. PIESSE asked the Hon. the Minister for Mines whether he has received from his colleagues the information he promised the House relating to the erection of new Houses of Parliament; and if so, what is the nature of such information.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) replied: The Government intend to appoint a commission to consider the whole question.

**LANDS RESUMPTION ACT, 1894, AMENDMENT BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**JURY ACT, 1871, AMENDMENT BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**PUBLIC HEALTH ACT, 1886, AMENDMENT BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**YORK-GREENHILLS RAILWAY BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**KALGOORLIE-KANOWNA RAILWAY BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**PERTH RACECOURSE RAILWAY BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**GOLDFIELDS ACT, 1895, AMENDMENT BILL.****THIRD READING.**

This Bill was read a third time and *passed*.

**KALGOORLIE-MENZIES RAILWAY BILL.****LEGISLATIVE ASSEMBLY'S MESSAGE.**

Consideration in committee of the following message from the Legislative Assembly:—

"Message No. 60.

"*Mr. President,*

"With reference to Message No. 52, of the Legislative Council, the Legislative Assembly acquaints the Legislative Council that it does not agree to the proposal contained in Message No. 52, suggesting that the railway to Menzies should start from Southern Cross. The Bill is returned herewith.

"JAS. G. LEE STEERE,

"Speaker.

"Legislative Assembly Chamber,

"Perth, 23rd October, 1896."

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I have to move that the suggestion contained in Message No. 52, of the Legislative Council, be not insisted upon. It will be within the recollection of hon. members that recently I introduced a Bill for the purpose of authorising the construction of a line of railway from Kalgoorlie to Menzies at a cost of about £200,000. The matter has been considerably discussed throughout the country, and no doubt some diversity of opinion exists as to which should be the starting point of the line. The Government, having given the matter

their most careful consideration, have decided that for many reasons it is advisable to start from Kalgoorlie. The first reason is that the length of the line will be shorter than from any other starting point. The second is that it will connect most of the leading centres with our railway system, for by this route Bardoc, Broad Arrow, Goongarrie, and many other places will be able to obtain the benefits of railway facilities, whereas, if the line were taken from Southern Cross, the whole of these centres would be shut out except the 25-Mile. The third reason is that as soon as the line is commenced it will begin to pay. Even if the line were started from Coolgardie it would cost £60,000 more than from Kalgoorlie, and from Southern Cross it would cost about double the amount. On these really good and incontrovertible grounds the Government have decided to start the line from Kalgoorlie. A section of hon. members has suggested the alternative route from Southern Cross. In effect they say that the Government, after constructing the line from Northam to Southern Cross, and after having undertaken a large work of this kind through a waterless desert, should now commence a similar work. There is only one superficial reason in favour of this course, but there are many strong reasons against it. In the first place, the line would be twice as long, which fact is in itself an important consideration. In the next place, it would cost £400,000 without rolling stock, as against £270,000 with rolling stock. Further, it would not tap any important centres. Besides this, we must recollect that, even if we constructed the line from Southern Cross we should then have to connect Broad Arrow and these other centres, so that we should in the end have to spend considerably more than double the amount of the cost of the line from Kalgoorlie. There is only one reason in favour of the Southern Cross route, and it is that, in the event of a railway from Esperance to Coolgardie being constructed, it would be the means of retaining the trade for this part of the colony; but, as I have already pointed out, a Government that would construct a line from Esperance would not hesitate to build another line so as to catch the Northern traffic. In these circumstances I hope hon. members will pause before

they take the unconstitutional course which has been suggested. I say unconstitutional advisedly, because I think everyone will agree that under our Constitution the Government and Legislative Assembly are responsible for the finances, and they ought not to have a larger expenditure forced upon them by the Legislative Council than they are prepared for. The Government have asked for an expenditure of £270,000 for this railway, and hon. members wish to force upon them a sum of £400,000. I must also say that the attitude of those hon. members who are advising this course appears to me to be highly inconsistent, because, all along, the very members who are now advocating it have endeavoured to reduce items and to curtail the expenditure as much as possible. This matter has been twice fully discussed in the Legislative Assembly and carried without a division, and this is entitled to some weight, seeing that that House more directly represents the people than we do. It has been stated all over the goldfields that there is an antagonism existing between the old settlers and the new comers. Every attempt has been made to stifle that idea, and to show that justice will be done all round. If the line is started from Southern Cross in the interests of Perth and Fremantle alone, would not the people on the goldfields have fair grounds for saying there was antagonism against them? I have been wondering whether those hon. gentlemen who have supported the Southern Cross route have been sincere, and whether or not their real object has not been to throw out the railway altogether and thus effect a saving. At any rate, if they adhere to the resolution which was passed the other evening that object will be achieved, for I have no hesitation in saying that the Government are not prepared to spend money on the Southern Cross route. I think it is my duty to say—not with any idea of holding out a threat—that if this line is carried from Southern Cross the Government will not be able to carry it out. I have nothing further to say except to ask hon. members to consent to the motion I have moved.

THE HON. D. K. CONGDON: As one of the members who voted for the amendment the other evening, I rise to say that

I shall remain steadfast to my former decision. I recognise the desirability of building railways so as to tap as many centres as possible, but still the advisableness of commencing this line at Southern Cross has been pointed out in such a marked way by the chambers of commerce of the Southern portions of the colony that I feel bound to support it. There was an implied promise on the part of the Premier that the question of the starting point of this railway should be submitted to a select committee. That not having been carried out, the members of the West Province have been pledged to oppose the starting point from Kalgoorlie. Even if there were no other member in the House to support the starting from Southern Cross, I should do so, because I have promised to vote for it, and I shall carry out my promise.

THE HON. R. S. HAYNES: Not because it is right then?

THE HON. D. K. CONGDON: I say nothing about right or wrong. It has been thrown in our faces that we have been advocating a more economical course during the session, and that now we are advocating a step which will involve a greater expenditure than even the Government have proposed. We take this course, however, to prevent the Southern parts of the colony from being seriously injured, and even if the expenditure be a little more, it is certainly warranted in the circumstances. I shall adhere to the amendment.

THE HON. S. J. HAYNES: In connection with the battle of the routes, I think the Government have dealt with the matter in a very statesmanlike manner, and have done what is best in the interests of the colony. I had not the pleasure of being present during the debates last week, but I have read them, and I have made inquiries on the subject. From what I can gather I think the Kalgoorlie route will prove the most satisfactory one. The reasons which have been given by the hon. the Minister seem to me to be unanswerable. He says that by making Kalgoorlie the starting point there will be continuity in our railway system, the length of line will be shorter, a number of important centres will be tapped, and a considerable sum of money will be saved to the colony. I understand that the line from Southern Cross will cost

£400,000 without rolling stock, and that from Kalgoorlie it will cost £270,000. All along I have done my best to reduce expenditure, and I shall not now take any step which will increase it. It strikes me that the great bogie is the Esperance line, which is looming in the distance. It is said that that line must be inimical to the best interests of this part of the colony, but we are not here to consider any particular part of the colony. We are here to consider the colony as a whole. This House will not be able to resist a line in the near future from Esperance to Norseman, and then on to Coolgardie, and we might just as well face the position at once. Had hon. members moved that the Menzies line should not be constructed, I should have supported them, because I am prepared to go a long way to reduce expenditure, and thus do away with some of the excessive borrowing.

THE HON. C. A. PIESSE: I shall support the motion of the hon. the Minister for Mines. I may say that I have felt that the starting point of this railway should be at Southern Cross, or possibly at some point this side of it, so that the line might pass through Golden Valley; and the time may come when we shall be asked to build such a railway. For the present, however, we have to do something for Menzies; and if we insist upon our previous decision we shall do much to injure those who are struggling to develop the gold mining industry in that remote part of the country. Even if we agreed to the construction of the line from Southern Cross, we should still have to undertake the branch lines to Bardoc, Broad Arrow, and other places; and I hardly think we should be justified in incurring the expenditure at the present moment. I am not afraid to face the construction of a line from Esperance, and I do not think any of us need have any fear if we are prepared to develop this portion of the colony as we ought to do. Esperance has claims which will have to be dealt with in a fair and honourable manner; and we ought not to make the goldfields suffer because we fear Esperance. By the time Esperance is likely to do us any injury we shall have most of the business firms of the other colonies carrying on business in this part of the colony, and we may de-

pend upon it they will look after their own interests and help us to hold our own against all comers.

THE HON. A. B. KIDSON: There can be no doubt that the last two gentlemen who have spoken hail from somewhere near Esperance, but neither of them was present during the debate which took place on this subject, and, consequently, they were unable to listen to the arguments of the majority who voted on that occasion. I feel I cannot do other than congratulate the Minister and the Government for the able manner in which they have conducted this matter. On the last occasion a majority voted in favour of the starting point being at Southern Cross. To-night, however, I do not think we shall see a similar result. I see one hon. gentleman who voted with the majority—the Hon. Mr. Spencer—is not in his place. The Hon. Mr. Burges is not in his place.

THE MINISTER FOR MINES: Do not look at me.

THE HON. A. B. KIDSON: I was looking at the hon. gentleman because I thought that perhaps he might know something about it. I am told that some hon. gentlemen who voted with the majority on the last occasion are now going to vote the other way, and I should like to have some valid reasons for their change of front. Those hon. gentlemen who represent constituencies in this part of the colony must bear in mind that, if the starting point is from Kalgoorlie, it will materially affect those whom they represent; and if they are going to vote in favour of the proposal of the Government, there must be something in it. Perhaps they are frightened at something. Perhaps the threat of the Premier that if the line were taken from Southern Cross he would resign has frightened them. The motion which was carried the other night was, however, not put forward in any spirit of opposition, but because hon. members were satisfied that it was in the best interests of the colony. We are told that if the Government proposal is not agreed to the line will not be built. I do not know that even if it were delayed for 12 months it would be a bad thing for the country. It is said that the Southern Cross route will cost £150,000 more. What is that when the benefit of the whole colony has to be considered?

The Minister has used the argument that we should provide the greatest good to the greatest number, and anyone who looks at this matter fairly can come to no other conclusion than that the end he so much desires will be the better attained by starting from Southern Cross in preference to Kalgoorlie. The Minister has stated several reasons why the starting point shall be at Kalgoorlie, but I may say they have not altered my opinion. I, on the other hand, bring forward only one reason, and that is as good as the whole of the reasons put together which have been brought forward by the other side. My reason is that when the line from Esperance is built the vital interests of the whole of this portion of the colony will be seriously affected if the starting point be Kalgoorlie. I have heard it said that the producers of the colony will soon be able to supply more than is required, but unless they have facilities for placing their produce on the markets they will suffer much. Those who have voted against the proposition of the Government have done their best, and all I can say is that if hon. gentlemen are not prepared to protect themselves they must take the consequences. As far as my colleagues and myself, who represent a commercial constituency, are concerned, we intend to do our best to protect the interests of our constituents and this part of the colony. One section of the daily press has told us that we have had our bark, and that as usual we should now turn tail and let matters go through smoothly. It seems to me that that section of the daily press is going to be correct. Hon. members, I think, are going to turn tail and let the matter go. The Premier has stated that those who voted for the Southern Cross route did so without having any knowledge or responsibility. All I can say is that the hon. gentleman did not know what he was talking about. The major portion of those who voted for the amendment have quite as much knowledge and equally feel their responsibility as the Premier does. The deputation which waited on the Premier was the largest that ever waited upon him, and it was composed of representatives from every part of the colony. With regard to the survey and cost, I do not put any trust

in them whatever. The Works Department, when it is necessary to estimate the cost of a small iron shed, usually take about three months to do the work, but in this case they have prepared estimates for 160 miles of line in a fortnight. Therefore, I do not believe in them. Further, the route which has been placed before the House goes all round the compass before it gets to Menzies.

THE MINISTER FOR MINES (HON. E. H. WITTENOOM): Trying to find centres, perhaps.

THE HON. A. B. KIDSON: And probably the surveyors were told to go as far round as possible. The Minister says he does not think the opposition is a true one, and that the real object of hon. members is to throw the Bill out. All I can say is that if the Bill is thrown out it will be the better for the colony. There is another point of view from which we must look at the matter, and that is that the people of Menzies have a right to be considered. They should not be compelled to pay freight on their goods for 60 or 70 miles more than is necessary. There is also the reason which was put forward by the Hon. Mr. Parker, which is that a great saving will be effected when the duplication of the line takes place by starting from Southern Cross. I need not, however, labour these points, for they are fully before hon. members. I can only say I hope those who voted with me on the last occasion will do so again. For hon. members to say they have changed their minds in so short a time after speaking and voting in a particular way will not satisfy me or their constituents.

THE HON. R. S. HAYNES: I must support the motion of the hon. the Minister for Mines. When the Bill was before us on a previous occasion I cheerfully voted for it, and I shall do so again. I have listened to all the Hon. Mr. Kidson has said, and he has brought forward nothing against the reasons which have been given by the hon. the Minister—reasons which were so cogent that they should convince everyone. I might point out that the Hon. Mr. Kidson is one of those gentlemen who is always telling us that we are here to represent no particular constituency but the whole colony, and now he is the first one to get up and cry out that this Bill will injure—what?

Not the whole colony, but Fremantle. We are, according to the hon. member, to deprive a portion of the colony of what it is entitled to for the benefit of Fremantle. If we are elected to serve the interests of the whole colony, why should we sacrifice the interests of any one part out of consideration to another? Fremantle seems to me to be a sort of vampire which is sucking the heart's blood from the colony. Out of a loan of £3,500,000, £1,500,000 goes into the maw of Fremantle. It is generally called the mole; I prefer to call it the maw. Notwithstanding this, the Hon. Mr. Kidson is the first to accuse the Government of extravagance, and now he is threatening all sorts of destruction to the colony if the expenditure is not further increased. He has also twitted some hon. members with changing their minds. All I can say is that he who would not change his mind is not deserving of the name of man. The question before us now, however, is not the same as it was on the previous occasion. The other night this House said that it was of opinion that the starting point should be from Southern Cross provided the Assembly was of the same opinion. That House has said it does not agree with us, and now the question arises whether we are to deprive Menzies of a railway altogether, or build it from Kalgoorlie. In other words, are we to let the people of Menzies starve, so that the merchants of Fremantle can grow a little fatter. I intend to vote with the hon. the Minister, because I cannot sacrifice the colony or my own constituents for the benefit of Fremantle.

THE HON. C. E. DEMPSTER: If a man makes one mistake there is no reason why he should make another. In the opinion I have now formed, I have not been influenced. I may say, by the Minister for Mines, the Premier, or the Legislative Assembly. I have considered the matter very carefully myself, and have endeavoured to arrive at an impartial and just conclusion. After considering the whole of the facts, I believe it would be unwise and unjust to deprive the people of Menzies of a railway, and we know that this is what must happen if we adhere to the decision we came to the other night. As regards the Hon. Mr. Kidson's opinion of me, I care little; I am prepared at all times to do what I

consider right. We must not forget that there is a very great deal to be said in favour of making Kalgoorlie the starting point. There will be a large difference in the cost, and the line will not be carried through a waterless country. In regard to the railway from Esperance, although I might advocate a line as far as Dundas, I should be sorry to see it extended to Coolgardie. If such a project were carried out, there is no doubt it would tend to divert the trade from this part of the colony. However, that is not the question before us now. We practically have to decide whether Menzies shall have a railway or not. As I am not prepared to say no, I shall vote with the hon. the Minister for Mines.

**THE HON. H. J. SAUNDERS:** In voting for this line from Kalgoorlie I shall be acting in the best interests of my constituents, and in accordance with their wishes. I will give my reason for saying so. Only four gentlemen have said anything to me on this question, and these have asked me to support Southern Cross. Two of those electors were members of this House, and two were members of another place. One of them here has changed his mind, and those in another place did not see fit to call for a division on the question. I think, in the interests of the colony and the goldfields, this railway must be made, and the sooner it is taken in hand the better it will be for Perth and the colony at large. By starting from Kalgoorlie it will go through a number of flourishing centres; it will be constructed cheaply and quickly. Indeed, if the Government go the right way about it, they can get the line made almost for nothing if they are so disposed. When it is completed it will pay handsomely. In all these circumstances, I shall support the proposal of the Minister for Mines.

**THE HON. F. M. STONE:** I do not think to-night that it is a case of "Oh! what a surprise," for this sort of thing has happened before. The Hon. Mr. Dempster has voted on previous occasions in one way, and when it has come to a question of adhering to his decision he has become frightened, and has voted the other way. When the first Loan Bill was before us, the Hon. Mr. Dempster voted against some of the items. Then the Premier stated that if we insisted upon the amendments it would mean that the

whole Bill would go. Thereupon the Hon. Mr. Dempster immediately came round and voted in favour of the items. Now we find him voting in favour of the Southern Cross route, and as soon as the Premier says that if the amendment is insisted upon it will mean no railway for Menzies, the hon. gentleman becomes frightened and turns round again. I should like to know how it is that since Friday night last the hon. gentleman has altered his mind. What has frightened him? Is it the threat of the Government that the whole line will be thrown out? We have heard threats of this kind used before, but we always find that the Premier, when it comes to a close division, always discovers a means of coming round and eventually carrying out the wishes of the majority. The Minister for Mines has stated that we are acting unconstitutionally, inasmuch as the Legislative Assembly has passed the Bill without a division. This is no argument at all, because we know that the Legislative Assembly is utterly demoralised. We know that the members of that House are so demoralised that not even the representatives of Fremantle have the pluck to get up and move that Southern Cross should be the starting-point. I have been told that they had not even the pluck to shout "No" to the proposal of the Government when the question was put. When we find this, it is hardly reasonable that we should be expected to go back on our vote. I think in these circumstances we should leave the other House alone and deal with the question ourselves. Now, I ask whether any argument has been used which should lead hon. members to alter their opinion. We have been told that the cost from Southern Cross will be double that from Kalgoorlie. It seems strange that all this should be known in so short a time. We have been told that the estimate was made in a fortnight. I know that it is twelve months ago since we were told that the surveys at the North should be taken in hand for the purpose of having a line constructed to Marble Bar, and so far they are not completed; but here, when information is wanted it is supplied in two or three weeks. I should have liked to see the promise of the Premier redeemed, and this matter referred to a select committee.

It looks very much as if the Government were afraid of the committee, lest the surveyors should be too closely examined upon their estimate. The interests of this part of the colony demand that the line should be constructed from Southern Cross. We are spending a considerable amount of money on a harbour at Fremantle, and it is our duty to see that it is not wasted by the construction of a railway in another part of the country. It is the duty of this House to keep the trade at this part of the colony.

**THE HON. R. S. HAYNES:** I thought we represented the whole colony.

**THE HON. F. M. STONE:** It is our duty to see that the trade of this part of the colony is not damaged. It is said that the Kalgoorlie line will be nearer, but surely the people of Menzies have a right to be considered. The line from Southern Cross to Menzies will be 60 or 70 miles nearer to Menzies from Fremantle than it will be from Kalgoorlie. The preamble of the Bill states that the object of it is to authorise the construction to Menzies. If you are going to take the line 60 or 70 miles further than is necessary, you are not considering Menzies—and are not making a railway for Menzies. I do not intend, however, to go further into the merits of the question, but I ask hon. members not to be frightened into going back on their votes. If there are arguments to convince us that we were wrong on a previous occasion, by all means let us alter our opinion, but we have heard no such arguments, and until we do I hope we shall adhere to the position we took up the other evening.

**THE HON. D. MCKAY:** It is almost superfluous for me to say anything, because I voted for the Bill before and I shall do so again. I may state that I was asked to join the Fremantle deputation, but I declined to do so, because I could not support the starting point being from Southern Cross.

**THE HON. H. BRIGGS:** A great deal has been said about the absence of the various members, and I must say that I do not like to hear motives imputed such as have been by some hon. members. I shall simply say a few words as to how the people of Menzies are concerned in this matter. At the present time their chief concern is to get their goods, materials, and stores as rapidly and

cheaply as possible. Thus it is of importance to them that the line shall be taken by the shortest route. At Menzies there are two distinct sections among the population. There is the mining class, which naturally wishes to be connected with Kalgoorlie, so that visitors and others to those fields may go on to Menzies, and there is the much larger class which consists of the inhabitants, workers, storekeepers, and others who desire to get their goods as cheaply and as quickly as possible. It is on behalf of this latter class that I advocate the starting of the railway from Southern Cross. Another reason is that for a long time past our farmers have been languishing for want of a market, and now that there is one open to them, we should give them an opportunity of making use of it. An argument against the Southern Cross route has been the cost. It has been stated that it will cost £400,000 without rolling stock, against £200,000 for Kalgoorlie. We know, however, that a large sum of money has been voted for waterworks on the top of Mount Burges, and this will necessitate a very heavy traffic on the Kalgoorlie line. Therefore, it is obvious that in a short time the line will have to be duplicated, but if we started this Menzies railway from Southern Cross, the duplication only need to be carried out to Southern Cross, the point at which the Menzies and the Coolgardie lines would branch off. In this way any extra cost in constructing the line from Southern Cross would be more than saved in the future. On these grounds as representing the West Electoral Province, I shall not be able to support the hon. the Minister for Mines.

**THE HON. F. T. CROWDER:** There is no doubt a considerable amount of joy in certain quarters because there is now little or no fear that the Premier will have to resign. Owing to the sudden and serious illnesses of the Hon. Mr. Spencer and the Hon. Mr. Burges, and owing to the absence of other hon. members who are not ill, but ought to be, the amendment will not again be agreed to. It is not my intention to weary hon. members with a long speech, but there are certain points I should like to speak to. The first is as to how this railway affects my constituency. I am indeed sorry that my

colleagues favour the motion of the hon. the Minister, but as far as the Hon. Mr. Piesse is concerned I never expected anything else, because he has, since he came into the House, consistently voted for the Government. If it were possible I would politically canonise the hon. gentleman. Within four or five years a railway will be constructed from Esperance, and when that is so Esperance will be the port and Coolgardie the capital. We have just sanctioned the borrowing of £1,100,000 for the purchase of the Great Southern railway, we have provided an agricultural bank, and we have done everything to assist the farmers to increase their production, to enable them to meet the demands of the goldfields markets, and now my colleagues are proposing to throw open Esperance Bay so as to allow the people of the other colonies to compete with our own people. In other words, after spending all this money to assist the agriculturalists of this colony we are going to open up Esperance, and so permit the introduction of wheat and other products which are grown in the neighbouring colonies by Chinamen and Hindoos in competition with our farmers. On the one hand, we are spending millions in trying to settle people on the soil, and on the other hand we are building railways to try and cut their throats. Now we are told that to construct the line from Southern Cross would involve double the distance. To show this the Government have simply cut out a square section on the map of Western Australia, but if they had laid before us a map of the whole colony it would be seen that the line was only about 30 miles longer. Judging by the circuitous route which is shown, a Chinaman would have picked a better one. This survey was made in two or three weeks. We are told that the line from Southern Cross would pass through a desert, but, as I pointed out the other day, there is no reason why discoveries should not be made all along the route. An objection is taken to the expense, but the inhabitants of Menzies and the people of the settled districts are entitled to have the line constructed by the shortest route, and even if the cost is a little more it will not matter, because the Government have apparently plenty of money to throw away when they will build agricul-

tural halls in places where about two white men and half-a-dozen Chinamen reside. We must remember, too, that the colony will shortly owe £12,000,000, and the burden of it, when the day of trouble comes, will fall upon the settled districts, and, therefore, these districts should be protected now. The Southern districts have spoken out with one accord in favour of the Southern Cross route. We are told that the Bill has been passed by the Legislative Assembly, but that should make no difference to us, especially when we know that that House is so thoroughly demoralised, and that it is difficult to get a quorum. We have had evidence of the condition in which that House is from the Bills which have been sent to us. Chinamen would not have insulted a body of men such as we are by sending up such Bills.

**THE PRESIDENT** (Hon. Sir G. Shenton): The hon. member must not make disrespectful allusions to another place.

**THE HON. F. T. CROWDER**: I have said it, and now I have much pleasure in withdrawing it. With regard to the Hon. Mr. Haynes, he is another gentleman who should be politically canonised.

**THE HON. R. S. HAYNES**: You mean crucified.

**THE HON. F. T. CROWDER**: No doubt worse will happen to the hon. member one of these days. The hon. gentleman said nothing to show why the line should be constructed from Kalgoorlie, but he insulted Fremantle by accusing that town of being a vampire. A little while ago the hon. gentleman said that if he did not obtain for his constituents a fair share of the good things that were going he would vote against the Government.

**THE HON. R. S. HAYNES**: I rise to order. I remember what I said. I said nothing of the sort the hon. member attributes to me.

**THE HON. F. T. CROWDER**: The hon. member has turned many political somersaults, and no doubt we shall see him turn many more. So far as the Hon. Mr. Dempster is concerned, I think the remarks of the Hon. Mr. Stone are perfectly justified. The Hon. Mr. Dempster has never yet, when it has come to the crucial point, stood firm. We cannot, however, expect him to do anything



other than crawl down when we find £27,000 for a station at Northam and £5,000 for a bridge on the Estimates. As regards the Hon. Mr. Saunders, it is all very well for him to say only four of his constituents have spoken to him. He knows he represents a commercial constituency, and that in the interests of that constituency this line should be constructed from Southern Cross. The hon. gentleman is simply voting according to his own feelings, and not in the interests of his constituents. I ask hon. members to remember that they are not here to study whether the Premier will resign rather than carry the line from Southern Cross, but to consider seriously how it will affect the people of the settled parts of the colony if it is constructed from Kalgoorlie. I know there is a majority against me, but I feel sure that those hon. members who are about to vote in favour of the opening up of Esperance, which the Bill before us means, will live to regret it.

**THE HON. E. McLARTY:** As I have not had an opportunity of speaking on this question before, I shall say a few words. I come here to vote as I consider best in the interests of the colony; I have no purpose to serve and no party to be subject to. I am aware that there is a strong feeling that this line should start from Southern Cross, but it seems to me that in building railways the Government should consider how they can serve the greatest number of people by touching as many centres as possible. Looking at the route from Kalgoorlie, it passes a number of centres, while from Southern Cross it goes through an almost uninhabited desert. In these circumstances I feel I cannot do other than vote with the hon. the Minister for Mines, because I believe, taking the colony as a whole, the line from Kalgoorlie will be the better one, although, at the same time, by so doing I feel that I am going against the wishes of very many people in this part of the colony.

Question, that the amendment be not insisted upon, put.

The House divided with the following result:—

Ayes	...	...	...	11
Noes	...	...	...	7
				—
Majority for ...	...	...	...	4

**AYES.**  
 The Hon. W. Alexander  
 The Hon. C. E. Dempster  
 The Hon. J. W. Hackett  
 The Hon. R. S. Haynes  
 The Hon. S. J. Haynes  
 The Hon. D. McKay  
 The Hon. E. McLarty  
 The Hon. C. A. Piessie  
 The Hon. H. J. Saunders  
 The Hon. E. H. Wittenoom  
 The Hon. J. H. Taylor  
 (Teller).

**NOES.**  
 The Hon. H. Briggs  
 The Hon. F. T. Crowder  
 The Hon. A. B. Kidson  
 The Hon. S. H. Parker  
 The Hon. J. E. Richardson  
 The Hon. F. M. Stone  
 The Hon. D. K. Congdon  
 (Teller).

Question put and passed.

Amendment not insisted upon.

The President took the chair.

#### SECOND READING.

**THE MINISTER FOR MINES (Hon. E. H. WITTENOOM):** I move that the Bill be now read a second time.

**THE HON. D. K. CONGDON:** I move that all the words after "that" be struck out with a view to inserting the words "the Bill be read a second time this day six months."

Amendment not seconded.

Question put and passed.

Bill read a second time.

#### IN COMMITTEE.

The Bill was then considered in committee, agreed to without amendment, reported, and the report adopted.

#### THIRD READING.

The Bill was then read a third time and passed.

#### APPROPRIATION BILL.

#### IN COMMITTEE.

Schedule B:

**THE HON. S. H. PARKER:** I have no intention of saying anything further on the subject of roads and bridges, although it seems to me the vote is excessive, and there are many items which might be well excluded, because it is impossible for the whole money to be spent this year. I see in the general Estimates £168,000 is put down for roads and bridges, and in the loan Estimates £15,000, making a total of £183,000 for expenditure during the current year. Still, I let these pass, and now desire to consider some of the major items in these Estimates. I would first draw attention to item No. 244, "Harbour Works for Bunbury." I desire to

know "The nature of the proposed works, "the total cost, the reports by the "Engineer-in-Chief thereon, or by any "other engineer, the plan of the proposed "works, the number of ships which "visited the port during the year ended "June 30, 1896. the total quantity of "timber exported from the port during "the same period, and how far the jetty is "to be extended, and into what depth of "water."

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I would say that the total cost of these works is to be £100,000 at the outside, £40,000 of which it is proposed to expend this year. The reason of the expenditure is that Bunbury is considered to be a centre so far as the shipment of timber is concerned. It is also proposed in the future that the coal from the Collic shall be exported from Bunbury. At present very little shipping can take place, because the harbour is not safe for vessels to enter. Very few vessels have visited the port during the year, and one reason is that it is very unsafe to come into, and another is that there has been very little timber to ship owing to the very large local demand. It is hoped, however, that the time will shortly arrive when we shall be able to export considerable quantities of timber. There is on the table a plan of the proposed harbour by the assistant marine engineer. It is proposed to make a submerged breakwater, and to extend the jetty into 18ft. of water, so that fairly large ships can come alongside. The total quantity of timber exported during the past year has been very small, for the reason that I have already stated, namely, that the local demand has been very great. There is a splendid quarry close to the site of the proposed breakwater, from which stone can be obtained at a small cost and thrown into the work.

THE HON. S. H. PARKER: I was under the impression that the Legislative Assembly objected to the submerged mole, and only agreed to this item on the understanding that the mole should stand out of the water. I understand from the remarks of the Engineer-in-Chief that there is some doubt as to whether a submerged mole would be of much use. I note that the report says

it is doubtful as to how much protection a submerged mole would afford. Can the hon. gentleman tell us whether there is any alteration in the plans?

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): From what I can understand, the mole is to be above water, but the reports in connection with it do not appear to be here.

THE HON. F. M. STONE: I understand the estimate is for a submerged breakwater. Seeing that the mole is now to be brought above water, perhaps the hon. gentleman can tell us how far this £40,000 is likely to go.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): The £40,000 will be expended as far as it will go, but the total cost is not to exceed £100,000.

THE HON. F. M. STONE: Is the £40,000 to make a submerged breakwater and the balance to cover it in?

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I am sorry to say I cannot give you any more information beyond the plans and reports which are upon the table.

THE HON. S. H. PARKER: Then the plan and estimates of the work which it is proposed to carry out are not before us. It does not seem to me that in any case this work is necessary at the present time. Timber cannot be exported because there is none to export. With regard to the coal, what guarantee is there that we shall ever be able to export it. We know that it takes one-third more of the Collic coal to give the same result as Newcastle coal, and before it comes to the port of shipment it will have to be carried 52 miles on the railway. I do not think, therefore, that there will be very much chance of our exporting coal. In these circumstances I feel bound to move that the Legislative Assembly be requested to omit this item.

Question, that the Legislative Assembly be requested to omit the item, put.

The committee divided, with the following result:—

Ayes	...	...	...	7
Noes	...	...	...	11
Majority against				4

**AYES.**  
 The Hon. W. Alexander  
 The Hon. S. J. Haynes  
 The Hon. A. B. Kidson  
 The Hon. S. H. Parker  
 The Hon. J. E. Richardson  
 The Hon. F. M. Stone  
 The Hon. F. T. Crowder  
 (Teller).

**NOES.**  
 The Hon. H. Briggs  
 The Hon. D. K. Congdon  
 The Hon. C. E. Dempster  
 The Hon. J. W. Hackett  
 The Hon. R. S. Haynes  
 The Hon. D. McKay  
 The Hon. C. A. Piesse  
 The Hon. H. J. Saunders  
 The Hon. H. J. Taylor  
 The Hon. E. H. Wittenoom  
 The Hon. E. McLarty  
 (Teller).

Amendment negatived.

**THE HON. S. H. PARKER:** The next items I desire information about are Nos. 258 and 259, "Survey from Northam to Goomalling, and the survey from Pinjarrah to Marradong." I desire to know the length of the proposed lines, the number of farmers and farms to be served by each line, the area under cultivation on the proposed line, and at Goomalling and Marradong respectively, including a radius of 12 miles from the terminus of each line, and the reports on the proposed lines by the engineering department.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** The surveys have not yet been undertaken, and, consequently, it is impossible for the Government to give anything like certain information. I am not in possession of the area or the cultivation that is going on, but the country contains splendid agricultural land, and it is proposed to ask the House next year, if it meets with their approval, to construct these lines. Between Pinjarrah and Marradong there is some really first-class country.

**THE HON. S. H. PARKER:** The next item I propose to ask some particulars on is No. 260, "Railway to Bunbury racecourse." I desire to know the length of the line, and whether it is commenced or built, the number of race meetings held on the course during the year ended 30th June, and the estimated receipts from the line, showing how arrived at.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** Two routes have been surveyed, one from Picton Junction and the other from Bunbury. The latter is considered the better. The length of it is one mile 42 chains. I have sent a telegram to find out the number of race meetings in the year, but I have not as yet received a reply. The cost will be about £2,000. Even if the line does not pay, it will afford a means of recreation for the people. The amount is small, and

no possible harm can be done by passing it.

**THE HON. F. M. STONE:** I should like some information on the item, "Water supply for goldfields." Is the amount here provided additional to the amount in the Loan Bill?

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** It is additional to the amount in the Loan Bill. I mentioned on a previous occasion that the £200,000 in the Loan Bill was nearly all allocated in the carrying out of works last year by the Government without the authority of Parliament when there was a great scarcity of water, and when the roads had to be kept open. The amount here provided is for any future requirements.

**THE HON. S. H. PARKER:** The next item I desire information upon comes under the head of public buildings. On the estimates of last year £1,800 was voted for the Bunbury Hospital. I notice now that the amount has increased to £4,500. This seems an immense sum for a hospital. There are many large hospitals about the country, the cost of which has been about £2,000 each. I should like to know why this amount is so large, and the reason for erecting such an expensive building.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** The vote of £1,800 was found to be insufficient. Bunbury is a centre among the timber mills, and it has been found necessary to provide hospital accommodation for at least 40 patients. The style of the building is very simple, and I may say that the contract has been let.

**THE HON. S. H. PARKER:** The next item I desire information about is the Lunatic Asylum. I understand that the asylum is to cost £55,000, and I desire to know where it is proposed to build it, and what is the general description of the building. I ask this because I see that there is also a vote of £3,000 to be expended upon the present asylum.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** As hon. members may imagine, £55,000 will take a long time to spend, and the £3,000 is required to enable the present asylum to be carried on in the meantime. As regards the new asylum, a committee has been formed, consisting of Sir James G. Lee Steere, Sir George Shenton, Mr. Randell, Dr.

Waylen, and Dr. Lovegrove, who will select a new site and go into all the details.

THE HON. S. H. PARKER: The next items I desire information upon are Nos. 211 and 212, "Industrial schools." These schools are absolutely necessary, and I am glad to see the Government are undertaking the work. I shall be glad to know where it is proposed to erect them.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): There is a site of six acres near Subiaco, on which buildings will be erected to accommodate 36 girls. There will be all the necessary offices, together with a laundry, so that the institution may be made somewhat self-supporting. Tenders will be received for the work in a week or two. With regard to the boys' school, a site will be selected, probably in the Murray district, where there is sufficient ground to enable the boys to be taught farming.

THE HON. S. H. PARKER: The next items are Nos. 218 and 219, "Government House buildings." I should like to have a description of the proposed buildings and the estimated total cost. I notice that in the Estimates which were laid before the Assembly a sum of £20,000 is shown as the total cost of the Government House ball-room and additions. I should like to know why it is proposed to expend this sum, because I cannot but think that it is a large one. It seems to me that if we provide such a large ball-room as is contemplated we shall soon have to give the Governor more salary to enable him to provide the necessary entertainments. Apart from this, £20,000 seems a large sum to expend for the purpose of enabling the Governor to entertain 600 or 700 people two or three times a year. We must remember, too, that a great deal of money is spent upon entertainments, such as the opening of railways to the goldfields, and so on, which money goes to providing champagne for a few. The great majority get nothing. If I were one of the great majority I should object to being taxed in order that a few might be entertained. I think it is time to stop these entertainments. I may say that I went to the opening of the Coolgardie railway, and I was so horrified at what took place that I determined never again to go to any-

thing of the kind, and I have not been. I must propose that this item be omitted.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): The amount in respect to item No. 218 is for the ordinary upkeep and repairs to buildings. With regard to No. 219, £15,000 is to be spent in all, and £5,000 this year. This will include provision for a new ball-room, with entrance vestibules, cloak-rooms, supper and tea rooms; and in addition to the residential part of the house, a library, billiard-room, and dining-room, with additional re-arranged kitchen services—the intention being that the present dining-room shall be used as an addition to the Governor's office. On the first floor will be provided three sets of bed-chambers with dressing rooms, bathrooms, and seven additional bed-rooms for servants. I may add that, if we expect to get Governors of the same class they have in the other colonies, we must provide a fit residence for them. If a gentleman came here with a large private income, and desired to spend it freely, he could not do so with the size of Government House as it is at present.

Question, that it be a suggestion to the Legislative Assembly to omit the item, put and negatived.

THE HON. S. H. PARKER: The next item I desire some information upon is the Perth Mint. I desire to know the estimated total cost when completed and fitted with machinery, including land and all other charges.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): £32,000. This includes the purchase of land, which was not anticipated when the original estimate was made.

THE HON. S. H. PARKER: Last year the estimate was £15,000. This shows how mistaken the estimates of the Government sometimes are. I desire to know now the proposed position of the Supreme Court, and when the work is to be commenced. This colony is progressing so fast that one of the first things that should be considered is the administration of justice, and nothing is more likely to bring it into contempt than the condition of the present courts. I hope the Government have in view the construction of new buildings at the earliest possible moment.

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): A site has been selected on lots L15 and L16, which are at present occupied by the Boys' School. It is proposed to appoint an advisory board, consisting of the judges and the Queen's counsel to go into the details of the building.

**THE HON. S. H. PARKER:** The next item is No. 385, Coolgardie Chamber of Mines. How, when, and where will this money be expended?

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): The people of Coolgardie are desirous of erecting a building which shall combine a museum and school of mines. They propose to expend £20,000 upon the building, and they have asked the Government for some assistance, and the request has been acceded to.

**THE HON. J. H. TAYLOR:** I asked the Premier to put this item on and I shall support it. The institution is one for the good of the mining community. No one individually makes anything out of it. A very handsome building is to be put up consisting of a museum and lecture-hall, and the people thought that if they found half the money the Government should find the rest.

**THE HON. S. H. PARKER:** Will the hon. gentleman kindly tell us to whom the land belongs?

**THE HON. J. H. TAYLOR:** It is vested in the names of trustees on behalf of the Chamber of Mines.

**THE HON. S. H. PARKER:** Then as soon as the building is erected it may be sold and the proceeds divided.

**THE HON. J. H. TAYLOR:** That cannot be, because the trustees are all honourable gentlemen.

**THE HON. S. H. PARKER:** But the majority of the members may direct it to be sold, and the trustees will have to act. If the Government are going to pay half the cost of the building, I think they should see that the land is so vested that it cannot be disposed of and the proceeds divided.

**THE HON. J. H. TAYLOR:** I do not think there would be any objection to that.

**THE HON. W. ALEXANDER:** I see £1,000 is down for Geraldton municipal buildings; the sum asked for was £2,000.

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): £1,000 is a very good gift. It is usual for the Government, when any municipality desires to build a town hall, to give 20 per cent., but not exceeding £2,000 in all.

**THE HON. S. H. PARKER:** I see there are a number of items here for municipal buildings. I know it has been a practice for the Government to contribute towards town halls, but for the Government to undertake the erection of municipal buildings altogether is an entirely new departure. If we are going to begin it we do not know where we shall stop.

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): In every centre it is not possible to erect a town hall, and the Government think, if people give up their time to municipal business, they should at least be provided with some place to meet in. All these buildings will be erected on sites which are vested in the Crown.

**THE HON. S. H. PARKER:** The next item I desire information upon is No. 410, "Fremantle Market Buildings, £3,000." In Perth we have a market, and it is very doubtful whether it will be successful. Would it not be wise to wait and see what is the result of the Perth market before building one at Fremantle?

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): A market is badly wanted at Fremantle, but I do not suppose the Government will go on with it if the Perth market is not successful.

**THE HON. C. A. PIESSE:** I see that £29,250 is provided in a lump sum for school teachers. There are many teachers who are very badly paid, and I should like to see the individual salaries given on these estimates, so that we might look into the matter.

**THE CHAIRMAN** (Hon. Sir G. Shenton): This is a statutory amount, and is not required to be on the Estimates at all.

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): There is a capitation grant of £4 10s. per head by statute, so that the salaries cannot be increased beyond a certain amount, otherwise there would be no funds to pay them with. There are regulations under the Education Act by which every school has a certain salary attached to it according to the class in which the teacher is

in. If, therefore, the hon. gentleman wishes to know the salary of any particular teacher, all he has to do is to find out the class the teacher is in and the school, and he will know at once what the salary is.

**THE HON. S. H. PARKER:** I see there is an amount of £6,000 for technical education, and I am glad to see that the Minister has taken this matter in hand seriously. When I was in office I got a vote of £500 placed on the Estimates, but of course that was useless. I think we should teach boys to use their hands as well as their brains, and I am glad, as I say, to see such an amount on these Estimates which may lead to good results. I should be glad to know how it is proposed to expend this money.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** This is a matter which has received a great deal of attention. What I have done is this: I have formulated a scheme with the advice of others for providing a technical school and an agricultural college in the country. The scheme has been sent to South Australia for consideration, but I am sorry to say that it has not been returned yet. The difficulty at the present moment is the question of a site. The site we ought to have had has been taken for a drill-hall, and I hardly know where we shall find another. As soon as we can get a site some definite steps will be taken.

**THE HON. W. ALEXANDER:** I see an item here "Transfer of telegraph line Mullewa to Cue, £2,800." Is this for a section of the new line by the railway.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** Portion only.

Schedule B put and passed.

Schedule C:

**THE HON. F. M. STONE:** I should like to know whether we should not pass the Loan Estimates before dealing with this schedule.

**THE HON. S. H. PARKER:** The Loan Estimates have always been passed before.

**THE CHAIRMAN (Hon. Sir G. Shenton):** I do not think it is necessary we should pass them.

**THE HON. F. M. STONE:** "Additions to open railways," what is included in this item?

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** It is proposed to expend this amount, or as much as is re-

quired, in enlarging Northam station. It includes new locomotive shops and yards, additional sidings, new goods sheds, station-master's house, and weighbridge.

Schedule C put and passed.

Bill reported, and report adopted.

### THIRD READING.

The Bill was read a third time and *passed*.

### BILLS OF SALE BILL.

**THE HON. S. H. PARKER:** I move that this Order of the Day be discharged. I may say that I have not had time to look closely into this Bill, and as the hon. gentleman desires to prorogue to-morrow, I do not think we should be justified in passing it at this late stage. It contains a number of provisions which ought to be carefully gone into, and this we cannot undertake to do in the time at our command.

**THE HON. R. S. HAYNES:** I think it most unfair, and it is certainly not treating me with ordinary courtesy to throw the Bill out. I gave every opportunity to discuss it, and no hon. member said a word against it. To-night I allowed it to be placed at the bottom of the list, and I think it quite unfair in these circumstances that it should be thrown out.

**THE HON. A. B. KIDSON:** This is a technical Bill which the legal gentlemen of the House should have a full opportunity of looking into. If the House passes it without this opportunity being afforded hon. members must take the consequences of it.

**THE MINISTER FOR MINES (Hon. E. H. Wittenoom):** I am quite willing to go on with the Bill if the hon. gentleman can get a majority to work with.

Question that the Order of the Day be discharged, put and passed.

Bill laid aside.

### LEAVE OF ABSENCE TO THE PRESIDENT.

**THE PRESIDENT (Hon. Sir G. Shenton):** Hon. members will remember that I mentioned to them informally my intention of asking before the House was prorogued for a month's leave at the beginning of next session. In all probability I may not require it, but I think it as well to let hon. members know that

my business may prevent me from being back in time for the opening. I have looked through the records, and I find that as a rule there are not more than four or five sittings during the first month, and I hope that my absence will not in any way inconvenience the House. I should have felt some diffidence in asking this if I had occupied this position for only a short time; but I have presided here for four years, and I think I may now trespass on the kindness of the House to grant me this short leave.

**THE MINISTER FOR MINES** (Hon. E. H. Wittenoom): Hon. members will have heard what has fallen from the President, and I think I may fairly say that we all fully appreciate his punctual habits and his efforts to carry on the work of this House in a proper manner. I move, therefore, without notice, that the leave requested by the hon. the President be granted to him.

**THE HON. S. H. PARKER**: I have great pleasure in seconding this motion; and I trust that you, sir, will enjoy a well-deserved holiday.

Question put and passed.

**THE PRESIDENT** (Hon. Sir G. Shenton): I thank hon. members for the kindness they have extended towards me.

#### ADJOURNMENT.

The House, at 10:30 o'clock, p.m., adjourned until Tuesday, 27th October, 1896, at 4:30 o'clock, p.m.

## Legislative Assembly,

Monday, 26th October, 1896.

Welcome to Mr. Leake, M.L.A. — Abolition of Aborigines Protection Board; Legislative Council's amendment of resolution—Messages: Concurrence in Bills—Adjournment.

**THE SPEAKER** took the chair at 7:30 o'clock, p.m.

#### PRAYERS.

#### WELCOME TO MR. LEAKE, M.L.A.

The member for Albany (Mr. G. Leake) having been absent on a visit to England, and appearing in the House on this occasion for the first time during the session,

**THE PREMIER** (Hon. Sir J. Forrest) said: Hon. members would notice that the hon. member for Albany had returned to his place this evening; and the House would no doubt concur in extending to him a welcome on his return from England, and would join him (the Premier) in saying how glad they all were at seeing him back in his place in this House. The hon. member had, it was hoped, enjoyed himself during his absence. He (the Premier) felt sure that the hon. member, during his visit to England, had also availed himself of opportunities for promoting the interests of Western Australia. Speaking for the whole House, he (the Premier) felt sure they were glad to see the hon. member back in his place again.

**MR. LEAKE**, in reply, said he desired to thank the Premier for the kind words of welcome extended to him, and to say he was glad to return to Western Australia and to his place in this House. He regretted that it had not been, to a certain extent, in his power to have returned earlier, and assisted the hon. the Premier in the conduct of business and the administration of affairs generally; but he hoped that, during his absence, he had been able to say a good word for the colony, and he certainly had not said a bad word for the Government. He might tell the House that, in London, the affairs of this colony were regarded with very