

Legislative Council,

TUESDAY, 14TH JULY, 1896.

*Sessional Committees; Appointment of—
Address-in-Reply; Adjourned debate—
Adjournment.*

The President (Hon. Sir Geo. Shenton) took the chair at 4.30 o'clock p.m.

SESSIONAL COMMITTEES — APPOINTMENT OF.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That the Printing Committee for the present session consist of the following members, viz.:—The President, Hon. F. T. Crowder, and the mover."

Question put and passed.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That the Library Committee of the Council for the present session consist of the following members, viz.:—The President, Hon. S. H. Parker, and the mover; with leave to sit during any adjournment and during the recess, and authority to act jointly with the Library Committee of the Legislative Assembly."

Question put and passed.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That the Standing Orders Committee for the present session consist of the following members, viz.:—The President, Hon. J. W. Hackett, and the mover; with leave to sit during any adjournment, and authority to confer on matters of mutual concernment with any committee appointed for similar purposes by the Legislative Assembly."

Question put and passed.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That the House Committee for the present session consist of the following members, viz.:—The President, Hon. F. M. Stone, and the mover; with power to act during the recess, and to confer with any similar committee of the Legislative Assembly."

Question put and passed.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That during the present session of the Council the

duties of Chairman of Committees be performed by the President, the Hon. Sir George Shenton." He said: I might point out that the President has been good enough in the past to carry out these duties, and he has performed them in a most able manner. I feel sure when we ask him to continue the work he will not refuse.

THE PRESIDENT (Hon. Sir Geo. Shenton): I beg to state that if it is the wish of the House I shall be willing to comply with the request.

Question put and passed.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom) moved—"That, unless otherwise ordered, the House do meet for the despatch of business on Tuesdays, Wednesdays, and Thursdays at 4.30 p.m., and shall sit until 6.30 p.m., if necessary, and, if requisite, from 7.30 p.m. onwards."

Question put and passed.

THE HON. F. T. CROWDER moved for a return showing—

- (a.) The amount expended by the Government in the upkeep of the railway line from Northam to Southern Cross during the first twelve months from the date of taking over the said line; the cost of re-ballasting and relaying of line and repairs to permanent way to be shown separately.
- (b.) The amount Messrs. Wilkie Bros. have paid or are liable to pay the Government for the hire of rolling-stock from the date of signing contract for construction of the railway line from Southern Cross to Coolgardie up to the 1st July, 1896.
- (c.) The number of engines and trucks loaned by the Traffic Department to Messrs. Wilkie Bros. since the commencement of this contract up to the 1st of July, 1896, and the amount charged per day for the loan of said engines and trucks.
- (d.) The number of engines and trucks loaned by the Works Department by Messrs. Wilkie Bros. since the commencement of their contract up to the 1st of July, 1896, and the amount charged per day for the loan of same.

- (e.) The tonnage of goods carried by Messrs. Wilkie Bros. over the Coolgardie railway from the signing of their contract up to the 1st of July, 1896, outside their own requirements.
- (f.) The value of the freight charged by Messrs. Wilkie Bros. for the carriage of said goods.
- (g.) The cost of the construction of the line to the country per mile; taking into consideration the amount of freight earned by Messrs. Wilkie Bros. over the said line (which amount has been so much loss to the Government).

Question put and passed.

ADDRESS-IN-REPLY.

ADJOURNED DEBATE.

THE HON. F. T. CROWDER: Before referring to the Address, I wish to state that I thoroughly concur with the remarks of the other hon. members, as to the great loss the colony has sustained through the death of the late Mr. W. E. Marmion. I congratulate His Excellency the Governor on the fact of his meeting a Parliament in Australia for the first time, and having the pleasure of delivering a Speech in a colony where there is so much prosperity and advancement. Our balance-sheet, I am sure, is the envy of the Australian colonies. I wish also to congratulate the Ministry upon the work they have done in the past and also for their earnest endeavors to promote the future as foreshadowed in the Speech. Although I am not able to agree with everything that has been done or that is intended to be done, I think we should give the Government credit for earnestly endeavoring to advance the best and truest interests of Western Australia. The first thing I shall deal with is that referred to in paragraph 2, in connection with Federation. I have already expressed an opinion on this question, and it is one which I know is not held by every member. On the last occasion on which I referred to it I called it nothing but a fad. I am not prepared to say that there are not matters, such as lighthouses, international law, telegraphs, quarantine grounds, and other matters which might not be better dealt with under a scheme of Federation, but

I do not think this colony is prepared at the present time to bind itself up with its neighbors in matters of general concern. To hand over the colony, and that is what Federation means, would simply be our ruin. This question must be looked upon from very many sides, and one of the fairest ways to look at it is from the standpoint of the industries of the other colonies as compared with our own. We find that in Victoria and New South Wales the industries have been fostered by means of bonuses and differential taxation, while the industries of Western Australia are very young, and some of them have only just started. In these circumstances, to open the ports of this colony would mean the stamping out of those industries in less than six months, which would be a policy little better than suicide. I listened carefully to the remarks of the Hon. Mr. Briggs in proposing the Address-in-Reply. We look upon the hon. gentleman as a learned man, but I think that with all his knowledge he has not yet grasped the proper meaning of Federation, nor do I see how he reconciles what he said in this House with what he addressed to his constituents. He said then that he was in favor of constructing a bridge across the Swan River at a cost of £500,000.

THE HON. H. BRIGGS: I beg to say that I said nothing of the sort.

THE HON. F. T. CROWDER: I am quoting from the hon. member's remarks as they appeared in a newspaper.

THE HON. H. BRIGGS: I think the hon. member has made a mistake. It was the gentleman who contested the election with me who proposed it.

THE HON. F. T. CROWDER: If I am doing the hon. gentleman an injustice I apologise, but to put myself right I will produce the paper. I am glad, however, he did not use the words, because if you put up a bridge which cost £500,000 it would not stop the commerce of the world coming to Perth if once the river were open. Fremantle howled for the harbor works, and the people must not object when they get them if they find that the whole trade, as they doubtless will, is coming to Perth. As far as the remarks of the hon. gentleman who seconded the address are concerned, it will be remembered that he tried to entice South Australia to construct a line of railway

to Coolgardie to take the trade from this colony. Even South Australia was not beguiled by him, but now we find him strongly in favor of federation, probably in order to give South Australia an opportunity to rob this colony in another way. I can find no one who has any stake in this colony or anyone connected with any of our industries who is in favor of Federation, and I think it is only upheld and spoken of by professional politicians, who have everything to gain by it and nothing to lose. This colony, however, has everything to lose by it and nothing to gain. As to paragraph 3, dealing with increased representation of the goldfields, as far as I am concerned I am prepared to support further representation, although I do not know upon what basis the Government intend to give it. I may say at once I am not in favor of representation according to population, because, from what I can gather, I believe the population on the goldfields is somewhat nomadic, and there is not one thousand out of every twenty thousand of those who are there who have come with the intention of permanently settling. Their sole idea is to make money and to get away as quickly as they can, and therefore I think we shall be making a huge mistake if we give them a preponderance of voting power. They should have their fair share of representation, and I trust the bill which will be introduced will give it to them. With regard to paragraph 4, the water scheme which is referred to in it is a great undertaking, and is not a matter that has come before this House or the country suddenly. It has been argued and debated for many months. The Government have been pushed on many sides to provide a water supply, and I think they have been right in bringing some scheme forward, if only for the purpose of obtaining the opinions of the representatives of the country upon it. As far as I am concerned I do not know the details of the water scheme, but I am certain the Government would not make any proposition which was not a good one. At the same time, I shall not be prepared to vote for it, because I do not see it is a matter in which the Government should interfere. We have several syndicates with plenty of money behind

them prepared to carry out this work without asking for a monopoly.

THE HON. R. G. BURGESS: The same as the Great Southern and Midland Railways.

THE HON. F. T. CROWDER: Those syndicates are prepared to carry out the work, and when we remember that every million of money we can get hold of is required for necessary public works which syndicates will not undertake, I think we should not increase our indebtedness to carry out this water scheme. Another objection I think to it is that, although the charge in the first instance may be 3s. 6d. per thousand gallons, in a very short time there will be a general clamor for a reduction to 1s. 6d., and the Government will have to give way. On a former occasion the Government gave a distinct pledge that the railway lines to the goldfields should pay a rate of freight which would cover the working expenses, the interest and sinking fund on the cost. The moment the lines were completed and the people clamored for a reduction in the freights the Government gave way, and charged exactly the same rates as it charged on other lines, although on the goldfields lines there is no return freight. Before I vote for the expenditure of 2½ millions on such a scheme as this, I should, at least, require some advice in support of that given by the Engineer-in-Chief. We are already spending a few millions on his reputation, and before adopting this scheme on his advice we should at least obtain the opinion of other engineers. I was rather amazed at the remarks of the Hon. Mr. Hackett when he said that, if this scheme were not carried, it would not be within the space of years, but within the space of months before we saw devastation rolling in on the goldfields.

THE HON. J. W. HACKETT: Where are you quoting that from?

THE HON. F. T. CROWDER: I took it down as you spoke it.

THE HON. J. W. HACKETT: I do not think I used such bad English as that.

THE HON. F. T. CROWDER: Everyone has not had the advantage of the education you have, and if you only have to complain of bad English, it is not much.

THE HON. J. W. HACKETT: It is my bad English

THE HON. F. T. CROWDER: That is what I took down.

THE HON. J. W. HACKETT: Well I am sorry for it.

THE HON. F. T. CROWDER: At all events, the hon. member said it would take three years before the scheme was complete, and I cannot see how that is consistent with devastating the goldfields within three months if the scheme is not carried out. The hon. member also said that if we trusted to artesian water we should trust to a dream. I consider that the Government should have spent thousands of pounds before this in trying to find artesian water. Promise after promise was made that boring should proceed, but nothing has been done. Although geologists may give some idea of what is likely to be found on the surface, no man can say that we are not likely to find it at a depth of two or three thousand feet. If he does he simply apes his Creator. I think the Government should spend money immediately on boring, and at once set this question at rest. There is another remark which the Hon. Mr. Hackett made, and to which I will shortly refer. He said that if the Government did not carry this scheme he hoped they would resign. Seeing that we as a body have no say in the policy of the Government, I look upon it as a piece of impertinence that any member of this House, and especially a member who two years ago got up and lectured hon. members as so many children as to what their duties were, should now talk like this.

THE HON. J. W. HACKETT: Do you think this is in good taste?

THE HON. F. T. CROWDER: I do not know. That is for the House to say. At any rate, I think that such remarks should not have fallen from any member of this House. I trust the Ministry will take no heed of them. We have a Ministry of which the colony is proud, and because there is one item in their policy which hon. members do not agree with, it is not right that we should ask them to resign. At the present time their resignation would be a great loss to the colony. I now go to paragraph 5, dealing with the loans required. Firstly, it states that funds will be required for the railway extensions to Menzies and

Kanowna. I am in favor of these new lines, and I have perfect faith in the colony being able to repay any loan which it raises. At the same time I trust that these lines will be constructed on different principles from those on which the Coolgardie line was built. It is true that on paper the Coolgardie line cost £500 per mile. I have not been able to get a reply to the question I put on the paper, but I believe I shall be near the mark when I say that this line has actually cost £6,000 per mile. It is said that the contract price was £500 per mile, but a beautiful sop has been given to the contractors at the expense of the colony. I think that the Government should even pay a larger sum to have the lines constructed at once and handed over for traffic so that the colony may reap the full benefit of them instead of the contractors. The paragraph goes on further to say that money will be required for additional rolling-stock. Time after time we have had promises in regard to the rolling-stock, and even at the present day the whole of the lines are thoroughly disorganised owing to the want of trucks and proper equipment. I do not wish to detain hon. members, but I want to show that this question of rolling-stock did not come upon the Government suddenly. During the last four or five years, I have been pointing out to the Government their position. As chairman of the Gas Company, I showed that we were not in a position to get our coal owing to the want of trucks. Shipments of coal came here which could have been cleared with five trucks per day, but even this small number could not be obtained, and the company were mulet in £35 for demurrage. In September, 1894, soon after I entered this House, I asked the then Colonial Secretary (Mr. Parker) the following questions:—
 "1. If the Government were aware that many industries dependent upon the Government railways for haulage were being ruined, and the public generally seriously inconvenienced, through the Railway Department being unable to supply their demands for trucks to carry on their business? 2. What steps the Government had taken to supply haulage power and sufficient trucks to meet the present requirements? 3. If the Government had any railway trucks ordered that

will arrive here within a month, or the makings of any such trucks that can be put together here within that period? If not, did they consider it necessary, in the interests of the colony, and to save the public further loss, that they should immediately take steps to import from either South Australia or Victoria sufficient trucks to meet the present pressing demands?" The Colonial Secretary replied:—"1. The Government are not aware of any industries having been ruined through the inability of the Railway Department to supply trucks. Complaints have been made of the want of trucks at times when there were an unusual number of steamers unloading at Fremantle, but every effort is made to meet the requirements of the public. 2 and 3. Four engines have lately been obtained, and indents have been sent to England for a further quantity of rolling-stock, to be shipped as early as the manufacturers can supply it. It is not at present intended to import trucks from any of the other colonies." Later on I asked:—"1. If the Government were aware that several industries dependent on the Government railways for haulage have suffered heavy losses, besides having been put to great inconvenience through the inability of the Railway Department to keep them supplied with trucks? 2. (a) Had the Government any trucks ordered, (b) that will arrive here within a month, (c) or the makings of any such trucks that can be put together here within that period? 3. When will be the earliest date that the Government may look forward to receiving trucks from England? 4. How many trucks, or the makings of same, have been ordered from England and elsewhere? 5. Were the Government satisfied that they were now in possession of sufficient trucks and rolling-stock to meet demands without the public suffering inconvenience and loss?" The Colonial Secretary replied:—"1. No. 2. (a) Yes. They have ironwork ordered for 275 trucks, to arrive here as early as the manufacturers can deliver them. (b) None are expected to arrive within a month; (c) nor are the makings of any trucks likely to be here within that period. 3. About the middle of December next. 4. Two hundred and seventy-five. 5. Not enough for any length of time. Stock will con-

tinually require adding to as long as traffic keeps increasing. Number of trucks in hand at end of May, 1891—287. Number of trucks in hand at end of August, 1894—1,082. The Government are satisfied that with the trucks ordered they will be able to meet the requirements of the traffic without the public suffering inconvenience or loss. Orders for further trucks will be sent as the traffic warrants." After that things went from bad to worse, as everyone connected with the business knows, and last session I moved that in the opinion of this House immediate steps should be taken to thoroughly equip our lines. This was carried unanimously by the House. In dealing with this question, I may refer to the answers of Mr. Davies, the traffic manager, when examined by the Civil Service Commission, that time after time he had asked for rolling-stock, and could not get it. He showed that in January, 1895, he requisitioned the Government for a supply of rolling-stock, involving an outlay of £157,000. The Government were aware that the Coolgardie line was about to be built, and they had this requisition before them, but it was not until October—10 months after—that the indent was sent to England. In the meantime, tenders had been called for the Coolgardie line, and the Government were aware that the merchants of the colony were crying out against the great loss they were suffering owing to the want of rolling-stock. Some one is to blame for this blunder. What right have the Government to start new lines knowing that they have no trucks, and knowing that none could arrive for eight or nine months? I am sure I am right in saying that none of the rolling-stock sanctioned by Parliament arrived in this colony until about three months ago, during which time the whole of our industries were jeopardised, and some of them crushed out and ruined. We can see that a great loss has accrued to the commercial community, when we know that during the last 12 months Messrs. Wilkie Bros. paid to the Government, for the hire of trucks and rolling-stock, a sum of about £18,000. These trucks were purchased for use on open lines, and they should have been kept for that purpose, and not hired to Wilkie

Bros. I do not blame Wilkie Bros., but I blame the Government for allowing them to have the rolling-stock to this extent, and in enabling them to make a fortune out of the inhabitants of the colony. Now a word in regard to the Traffic Manager. Mr. Davies was appointed some years ago by Mr. Burt. He did not seek the position, but was recommended most highly in England. He is paid £800 a year, but instead of being treated as a traffic manager he has been treated rather as a tool—an individual we could have got in this colony for £150 a year. Since Mr. Davies came to this colony he has worked wonders. He has made the lines pay not only working expenses and interest, but he has given the Government £100,000 to play with—all brought about by his careful and able management. If Mr. Davies is a capable man, why should we not give him an open hand with regard to the railways? But under the present conditions it would be unfair to blame him. If anyone goes through the report of the Civil Service Commission he must come to the conclusion that Mr. Davies is exonerated. The gentleman I blame for the muddle is the political engineer, Mr. O'Connor, and I blame him because he was the adviser of the late Minister of Railways (and in fact he worked Mr. Venn as he liked), and he should have insisted on this order for £157,000 worth of rolling-stock going home in January. If this had been done, the trouble would not have occurred. I am perfectly aware that Mr. O'Connor regards me as a member who is continually making a great noise because I did my best to stop him getting £45,000 of the last loan to purchase rolling-stock with. He has made this statement public, and I can easily show that his ideas are erroneous. At the last session a bill was brought forward providing for the construction of a number of railways, including those to Donnybrook and the Collie. This House thought fit to strike out those two items, and, that being so, I thought it my duty to move to reduce the amount for rolling-stock by a sum of £45,000, which covered the stock necessary for those particular lines. Mr. Parker pleaded that this amount should be left in, but the House struck it out because hon.

members did not wish to be let into a trap by its being said afterwards that we were pledged to the lines because we had provided the rolling stock for them. Had the Government asked for stock for open lines there is no doubt the amount would have been passed. Then I come to the question of the water supply for towns. I am glad to see that the Government intend to supply Perth and Fremantle with water. Last summer the water works of the company were able to supply only about one quarter of the water required, and matters will be still worse during the forthcoming summer. I urge upon the Government the serious position of affairs in this respect, and I unhesitatingly say that unless they are prepared to at once indent for further mains so as to get them laid within the next few months, we shall have a most serious water famine in Perth. It is no good saying "Open the wells." They contain the drainage of Perth, and are cessbeds of disease. I hope hon. members will speak plainly on this subject, if only for the purpose of inducing the Government to go out of their way to effect a remedy. I cannot say much as regards Fremantle, because I do not know how they fare there. The sewerage scheme also wants carrying out at once. I know the Premier is doing all he can to beautify Perth and make it a place which people coming from the goldfields will make their home, instead of going to the other colonies. He can only accomplish his aim by providing good water and a proper sanitary scheme. At the present there is only one way to get rid of our refuse water, and that is by running it into dry wells, which soon become foul and stinking. I know one house where as much as £10 per week is paid for carting away the dirty water. A sewerage scheme would pay well. The Government are not backward in spending £2,500,000 on a water scheme for the goldfields; but charity begins at home, and before a scheme is started for Coolgardie, there should be an adequate supply provided for the city, and effective sanitary arrangements made. With regard to paragraph 6, I need not ask to what this refers, because I take it that it applies to the remission of duties. I am not in favor of this. Last year I spent a couple of hours trying to persuade

hon. members not to remit the duties as was then proposed. I did so because I consider that the money would not go into the pocket of the working man, but would be appropriated by the merchants. The Government took off £4 per ton on sugar. It had not long been taken off before the monopolists put up the prices by £2 per ton. None of the duty went to the working man. Moreover, the reductions were so infinitesimal that £4 per ton meant very little per lb.; nor does the reduction of £1 per ton on flour go into the pockets of the working man. If this money, however, had been retained and applied to the construction of works such as chilling works, meat, which cannot be grown here as it now appears, could have been stored and sold at 2½d. per lb. instead of 6d. or 8d. In this way there would have been a saving to the working man. Paragraph 8 deals with that great sink-pit, Fremantle harbor works, and although the Speech states that Ministers look forward with confidence to the completion of the works, it does not say when they are likely to be completed. I do not think that they know, but I find they want more money to extend the mole another 1,000ft., and when that is done I expect they will want still more, so as to carry it right on to Rottnest. However, the works are started, and I suppose they must be gone on with. If we had gone to Owen's Anchorage I am sure we should have done better. I am told that when ships were ordered away from the Fremantle jetty a vessel was lying at Robb's jetty taking out her cattle as quietly as if she were in someone's back yard. I do not think it necessary to refer further to the policy as set out in the Speech. I notice the absence of one matter which should have been included, and that is the purchase of the Great Southern Railway. I consider the Government should undertake this responsibility at once, although, perhaps, it was not necessary to mention it, inasmuch as if purchased the railway will be paid for by debentures. No one can say anything against the working of the line, from the clean trucks to the civil porters. It is a model railway, so far as the working is concerned. It is to the land policy of the company, however, that objection is taken. If the company had

any sense they would offer land at 20s. per acre, and give 20 years in which to pay for it, that is, if they want to provide freight for their line. The way they sell their land is this: If a man wants a block of land they tell him to go and pick out one. After spending about a month in searching the country, he finds a place where there is water. They say they did not know there was water there before, and then they ask him £4 or £5 an acre for the land. Owing to the conditions, the settlers cannot take advantage of the Agricultural Bank or the liberal land laws of the colony, and they will not take up the adjoining blocks on account of the excessive freights. I hope, therefore, the Government will take steps to purchase this railway, and that they will then connect with their other lines. I do not know whether I am exceeding my liberty as a member of this House, but I had hoped to see a proposal to appoint additional Ministers. I take it that at present it is admitted that Ministers are overworked and are underpaid. I need only refer to the gentleman who holds one portfolio to prove this, and that is to the Minister of Mines. I do not see how any man with the work he has to do in the Mines Department can satisfactorily fill half-a-dozen other offices. The Mines Department should have a Minister, and so should the Post-office. As regards the Premier, I do not think he knows how many offices he really fills, and I think the time has arrived when the work should be re-arranged. I have to thank hon. members for the patient way they have listened to my remarks.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I rise to say a few words in regard to what has fallen from hon. members. Before I attempt to say anything in connection with the various subjects of the Governor's Speech, I should like to endorse what has fallen from hon. members with regard to the late Hon. W. E. Marnion. I sat in the same House as the deceased gentleman during the years 1883, 1885, and 1886, and my long and intimate knowledge of him, together with my long friendship with him, enables me to say that I have never found a more genial or straightforward man. I had intended to bring forward a resolution to place on record our

sympathy with his family, but finding that he was a member of another House, I thought it would not be quite in order if I did so. However, I desire to add my tribute to the universal and general appreciation of the hon. gentleman, who spent the best years of his life in looking after the interests of the colony, and in doing justice not only to his own constituents, but to Western Australia generally. I would also like to accord my thanks to the proposer and seconder of the address, and I am grateful to them for the manner in which they have replied. I know it is always an onerous duty to propose an Address-in-Reply, especially as it generally falls to the lot of the new member who is not altogether prepared, and who is not so thoroughly acquainted with the usages of the House as our older members. I must also thank hon. members for their kindly reference to the Government, and particularly in connection with the remarks of the Hon. Mr. Crowder, who referred to the inadequacy of the remuneration of Ministers, and to the heavy work cast upon them. It is pleasing to find a word of gratitude expressed at our efforts. I will firstly refer to the question of federation, and in doing so I will ask hon. members to carefully read the words set forth in the Governor's Speech, because, from what has fallen during the debate, it is evident that the position is not quite understood. The statement in the Governor's Speech is that the question of federation of Australia is now occupying the attention of the whole of the eastern colonies, and it is proposed to refer the task of framing a Federal Constitution to a convention, consisting of ten delegates from each colony. My Ministers are of opinion that, in a work so closely affecting the future of this continent, this colony should be fully represented, and a bill will therefore be submitted to you to carry out this object. This means that although a bill will be submitted it will not bind this colony to any particular federation scheme. By passing the bill hon. members will simply be empowering the Government to appoint 10 delegates, who will have certain conditions laid down upon which they shall represent the colony at the forthcoming convention which is to be held to draw up some constitution which shall be best

adapted for the whole of Australia. After the matter has been considered by the Convention it will be again submitted to hon. members, and they will then have an opportunity of saying whether they agree with the work of the delegates or not. If they should then decide that the colony is not ripe to enter upon a scheme of federation we can withdraw. In these circumstances, I think it would be unwise if the Government, knowing that a Convention was about to be held, were not to take steps to have this colony represented. It must be remembered that in after-years it may be desirable that we should enter the confederation, and if that time arrives it will have been well that we should have taken some part in the framing of the constitution. To put it in a few words, this colony shall be represented at the Convention, but if the people do not wish to join in the federation there will be afforded them an opportunity of saying so. We do not by adopting this bill pledge ourselves to join anything of the kind. With regard to paragraph 3, the necessity for increased representation must have been forced upon everyone, and unless it is dealt with at an early date nothing but dissatisfaction will ensue. The Government have therefore decided to introduce a bill which will give better representation on the fairest possible lines, not on the basis of population, but having regard to the various interests of the colony. It will be for hon. members to say whether the bill is satisfactory to them or not. The Government have gone to considerable trouble in the matter, and I hope when the bill comes before us it will meet with the approbation of hon. members. Hon. members will allow me to share with them their congratulations on the continued prosperity of the colony. Although we have a large surplus, our responsibilities are increasing, and there are a great number of ways in which we can spend our money. In spite of the efforts of the Government to reduce the revenue by allowing many things to be placed on the free list, our funds have vastly increased, and the Government now intend to make further reductions. There is, however, a small cloud on the horizon. There is one expenditure the Government have had forced upon them—the expenditure for a water supply on the goldfields.

This question, from conversations I have heard, is looked upon as a sort of triumphant policy which the Government are putting forward, but I should like to dissipate the minds of hon. members in regard to it by saying that the proposal has been made with the greatest reluctance, and only after the most careful consideration and thought. It must be borne in mind that the goldfields have been the means of increasing to a large extent the prosperity of Western Australia. They have been the means of absorbing the products of the colony and of enabling those who have, for many years, been settling on the soil to carry on their business in a remunerative way, and if we provide what is necessary to the goldfields—a proper and adequate water supply—it will be the means of enabling agricultural pursuits to be pursued with much greater advantage. The Government had to face the question, and they expended much time and anxious thought upon it. In these circumstances, I ask hon. members not to pledge themselves to either support or oppose this scheme until the details of it are before them. Another reason why they should adopt this course is, as the Hon. Mr. Parker said, that there may be a chance of this particular scheme, or any scheme, coming before the House. This is a House of Revision, and hon. members should therefore keep their minds open on a matter of such magnitude and importance. Individually, I have not the reputation of being a plunger in money matters, and I think the hon. members will agree that the Government is composed of reasonable and practical men, who have long been associated with the colony, and who are bound up with it; and taking it from this lowest standard—their personal interest—it is hardly reasonable to suppose that the Government are going to bring forward a scheme in which they have no faith, and in connection with which they are going to plunge the colony into ruin. I may perhaps say a few words in regard to this scheme. The Government were confronted with this water difficulty. It was pressed upon them from all sides, and knowing that many of the mines contained only low-grade ore, it seemed absolutely necessary to provide a supply of water so that the whole of them could be worked instead of operations being

confined to a few of the richer ones. The Government, therefore, gave special consideration to the subject. Boring was thought of and gone into, conservation was carefully discussed from all points of view, and a supply through private enterprise was considered. There were found to be drawbacks to all of them. In the first place (and I will admit the impeachment of the Hon. Mr. Crowder that little has been done, but there are circumstances which explain it), boring involves considerable delay; besides which there is the uncertainty of any result. Even with the best results it would have to be taken to some place at a distance and reticulated. Further, the water would be salt, and in many instances too salt to work the stampers with advantage. As to the question of conservation, the sites for tanks and reservoirs can only be found at a few spots and at long distances from where the water is required. The country generally is very sandy and unsuitable for conserving water. Another objection is that Nature is not so free with the rain in these districts as we might desire, and if we relied upon a scheme of this kind we might find ourselves with all the reservoirs and pumps, and in every way in a position to work, but with no water. Then as to the question of providing water through the medium of private enterprise, whatever was done would meet with the same fate as the schemes which the Government might undertake. Private enterprise could only conserve rain water or bore and obtain salt water. We found by calculation that if we conserved water the cost would be 10s. per thousand gallons, instead of 3s. 6d. as proposed by the Government scheme. I am led into a few details because hon. members are apt to pledge themselves one way or the other without knowing the merits of the scheme. Two requirements stand out most prominently—first, that fresh water is wanted for human consumption and the mines, and, secondly, that it must be taken to the fields quickly and cheaply. These requirements have been staring in the face of the Government, and on this account the present scheme has been adopted, although, as I say, it is with great reluctance it has been decided to submit it to Parliament. The points to

be considered are, is it practicable to get water put there and what will be the cost. The Government are assured by their professional advisers—and I think everyone will admit that we must rely upon them—that the scheme is practicable, and that the water can be placed at Coolgardie for 3s. 6d. per thousand gallons. This price includes the working expenses, interest, and a sinking fund, and hence there can be no objection to our entering upon a scheme which will be reproductive. The great objection to it is that a small portion of the people of Western Australia should have so large an amount spent upon them, but when we say that the scheme will be reproductive the objection fails. Five million gallons of water per day will do a lot of good. It will supply 500 mines, each having 20 head of stampers. Then the railway takes something like 200,000 gallons a day, which, if it had to be hauled, would cost £30,000 a year. We may be asked what we are going to do with the present tanks. All I can say is, if the water remains in them it will be so much the better for the goldfields. The last speaker asked why private enterprise should not be allowed to undertake the work. The Government are not opposed to private enterprise. One scheme, the *locale* of which is 70 miles north of Menzies, and on which a million of money is to be spent, the Government, so far from opposing it, have agreed not to oppose any reasonable private bill which may come before Parliament. I believe two other private schemes are to be brought forward, and the Government will offer no opposition to them. All the Government says is, private enterprise can do as it likes, only we think it necessary to have our scheme, for the reason that, whatever scheme private enterprise undertakes, two dangers stare us in the face. The first is, that if water is conserved the chances are that no rain will fall, and if boring is adopted the supply will be salt. On the other hand, the scheme of the Government provides fresh water with a certainty of supply and at a cheap rate. I do not think it can be said that the Government are opposed to private enterprise when the last bill I introduced last session was for the purpose of encouraging private enterprise to construct waterworks. When that bill

was submitted to the Legislative Assembly the first clause struck out was that which permitted water to be taken from our coastal rivers. Further, the Government surely cannot be wrong in endeavoring to carry out what private enterprise desires to do. I will not weary hon. members on this subject, but I thought it my duty, in view of the remarks which have been made, to refer to a few of the details of the scheme. It is not a perfect scheme, and I can only say that if anyone shows a better one I am sure the Government will have no hesitation in adopting it. The Hon. Mr. Crowder referred to the rolling-stock on our railways. There has no doubt been a lack of it, and if, as the hon. gentleman says, my predecessor made certain statements with regard to it, the Government have committed an error of judgment, but at the same time it must be remembered that no one could foresee the immense inrush of population and consequent increase of trade. Even the mercantile community did not provide for it as they might have done. I would also say that the Government have no right to speculate with the moneys of the colony, and it must be remembered that the gold-mining industry was not two or three years ago what it is to-day. I have only to refer to the report of the London Agency, which is on the table, to show what indents are in hand, and that the Government are not standing still; and when I say that there is about £1,000,000 to be provided in the Loan Bill for rolling-stock the Government are doing all that can be reasonably expected. Speaking of the Loan Bill, many other things will be provided for. Sewerage schemes for Perth and Fremantle and waterworks and railways will alone make up £2,000,000, and I feel sure that hon. members will raise no objection to these. Certain remarks have been made to the effect that the reduction in duties last year has done no good, but I can see that tea is selling at 1s. 4d. per pound, and kerosene at 7s. per case, and these prices must confer good upon the poorer classes. When the Hon. Mr. Crowder said that by taking off £4 per ton duty on sugar the amount per pound was so small that it conferred no benefit upon the working classes, I hope he will remember in connection with the stock tax to apply the same

argument where the duty is about $\frac{1}{2}$ d. on 8d. I only mention this by way of illustration, because no one has any objection to the stock tax. With regard to the purchase of the Great Southern Railway, when the question arises, hon. members may rest assured that the Government will exercise their best judgment in the matter. I do not think I need make any other remark than to assure hon. members that the Government will continue to carry out their duties as satisfactorily as they can. The work of the Government is increasing to so alarming an extent that it is difficult to cope with it, and as the Hon. Mr. Crowder suggested, the Government would be glad if new portfolios were created. Such, however, would necessitate a change of constitution, and possibly later on we may be able to do even this. I should like to congratulate His Excellency on being able to deliver such a Speech on his first meeting Parliament in this colony. I do not think a Speech of such magnitude and importance has emanated from any other colony in the annals of history possessing the number of inhabitants Western Australia has, and therefore His Excellency has had the opportunity of reading a record Speech. We can congratulate the colony on having His Excellency with us, and congratulate him on the wise way he is endeavoring to do his duty.

The House then adjourned for an hour.

On resuming,

THE HON. D. K. CONGDON : I rise, Sir, to endorse the very kind remarks of the Hon. Mr. Parker concerning the death of my dear old fellow townsman, the late Mr. W. E. Marmion. After a long and intimate acquaintance with him, I feel I shall only be stating what everyone thinks: that in Mr. Marmion Fremantle has lost a true friend and a worthy representative. It is with regret that the people realise their lot; and, so great is their feeling, that it is proposed to erect a memorial which shall perpetuate his memory. The late Mr. Marmion was the soul of honor, and he reflected credit not only upon himself, but upon the people he represented. Referring to His Excellency's Speech, I can only say that I do not think it wise to say at this stage

in which way I view the various proposals contained in it. They come upon me as new matter, and I am unprepared to say whether they are good or not. The hon. Minister for Mines threw out the hint that we should keep ourselves free until we heard the arguments, and with this view I am entirely in accord. Many of the items at first sight appear to me to be good, notably that which relates to a water supply on the fields. The amount involved, however, appears large, but we shall have an opportunity of going into the matter thoroughly later on. I shall not, therefore, express myself further at this stage.

THE HON. C. E. DEMPSTER: In continuing this debate every hon. member has made allusion to the regret we all feel at the death of the late Mr. Marmion. His decease, I am sure, has caused universal regret throughout the colony. His great ability and untiring zeal was recognised throughout the whole of Western Australia, and Fremantle particularly has lost an able advocate. I knew him as a boy. I went to school with him nearly fifty years ago. From that time I watched his career until his death, and during the whole course of his life he was looked upon as straightforward and intelligent, and it was to his credit that he occupied a leading position in the first Government under our new constitution. He worked arduously and earnestly for his constituency, and brought about many of the good results which the people of Fremantle now enjoy. The facts are acknowledged by everyone, although during his life I do not think he met with that consideration he deserved. We fully appreciate his merits, and I hope the public will not be remiss in recognising his great work now that he is no more. It will be a source of satisfaction to his wife and family to know that, although he is not alive, he was appreciated by all who knew him. The Speech is one of the most important that has ever been delivered to a Legislature. It is full of projects for the future, but at the same time it contains measures which we would be unwise to express an opinion on at the present time. The schemes involve an expenditure of enormous sums of money, and before we can confirm them it will be necessary for us to thoroughly convince ourselves that we are doing right,

and that our action will tend to the further advancement of the colony. I also think it unwise to declare our opposition to what is proposed until we hear the details. We have had instances brought before us of water having been obtained by sinking and boring, and I am inclined to the opinion that we have not done enough in this direction; nor have these methods received the attention they should have done. From the knowledge I have gained I believe that sufficient water could be obtained by these means to meet our requirements, and therefore I have reason to think that more might have been done in this direction. We also know that the rainfall is sufficient to provide a supply of water if proper steps were taken to conserve it. The fact that private enterprise is willing to undertake the work is sufficient to show that there are some grounds for believing that the scheme will be a success, and I may say that, from my own knowledge of the rainfall for five or six years, I feel sure a sufficient supply can be conserved. I do not think it wise, therefore, to enter upon an expenditure such as is proposed, unless it is proved impossible to procure water by the other means I have alluded to. In travelling through that country, I have noticed how quickly the surface water disappears, and there are many places where it runs into sink holes, and this proves that, instead of running into the ocean, it runs into the soil. Therefore, it shows a likelihood of water being obtained by deep sinking or boring. With reference to the construction of railways to other goldfields, it has been proved by what has been done in the past that railways can be made cheaper than roads, and, therefore, it would be unwise to stand in the way of these other lines being carried out. I do not consider it necessary for me to dwell at length on the various items, because we shall have ample opportunity of doing so later on. We may be well satisfied with the able reply which the Hon. Mr. Briggs has made, and I can only, in conclusion, express my satisfaction at the improved position of the colony, and hope that nothing will arise to ever put us in a worse position than we are in now.

THE HON. F. M. STONE: I do not propose to add to the remarks of hon.

members in connection with the death of the late Mr. Marmion, but simply to endorse every word which has been said of him, and to add one sentence: Either as a friend or as a politician, to know him was to love him. I now come to the Speech. In reference to paragraph 2, I fully endorse the remarks of the hon. the Minister for Mines, that it will be quite time enough to consider the question of federation when the matter comes up before us. We are only now proposing to appoint delegates to frame a constitution, and when the bill which is drawn up comes before us we can say aye or nay to it. As at present advised I am against this colony federating. The time has not yet come. But no harm can be done by sending delegates to take part in the framing of a constitution, so that when the time does come we shall have a bill we shared in drafting, and which we can accept. In reference to the third paragraph, I think the time has come when the goldfields should have further representation, but when the bill comes before the House we should see that the whole colony is equally represented; that one part is not neglected at the expense of another, and that the agricultural, pastoral, and mining interests are all equally represented. I come now to the important question of the Speech, that which deals with the water supply on the goldfields, and I can only repeat that it is a matter of most grave importance. No member, I think, should bind himself to an opinion in speaking to this Address-in-Reply, but should rather wait until the full details are before the House. At the same time we may make a few remarks without binding ourselves. This is a matter of grave importance, and the Government intend that there shall be a dissolution of Parliament. If that is so, why not let the whole of the details of this scheme go before the public and ascertain whether it is not possible for some other scheme to be devised? Why not let the whole question of water supply go before the country, and let us have a decision as to whether we shall borrow this large amount and increase our debt for such a scheme?

THE MINISTER FOR MINES (HON. E. H. WITTENOOM): It will take too long.

THE HON. F. M. STONE: If we are to wait three years before this supply can be

put on the fields, surely we can wait some six or eight months to see whether some other scheme cannot be devised which will lighten the debt on the colony, and also give such a supply as will last for ever. At present, I am inclined against borrowing for this purpose, and for the reason that I consider that a water supply of this magnitude should be left to private enterprise. We have heard there are already three private companies willing to take the matter up. If this scheme goes before the country, shall we not find other companies coming forward? If so, why not let them? Why should the whole colony be saddled with the debt when private companies may take the matter up?

THE MINISTER FOR MINES (Hon. E. H. WITTENOOM): Parliament has already refused private enterprise.

THE HON. F. M. STONE: Parliament has not had a single application from private enterprise. The hon. member himself told us that there will be a bill to give power to undertake a scheme at Menzies.

THE MINISTER FOR MINES (Hon. E. H. WITTENOOM): There was a bill introduced last year which was thrown out.

THE HON. F. M. STONE: That was only to enable private companies to come in. Was there a single company ready to undertake the work last year? Now, however, there are three companies ready to come in, and therefore I think, if the matter were left to the country, we should have many more private companies come forward and thus relieve the colony. I do not see what the hurry is if we have to wait three years for a water supply. Surely we can wait six or seven months until we get the opinion of the country. The scheme will take quite three months to discuss, and the few months more that it will take to get the voice of the country will make no great difference. However, I do not bind myself to vote either for or against it, but when the matter comes before us I shall give it that grave consideration which it deserves. I now come to paragraph 5, which, as the Hon. Mr. Crowder said, is also a most important matter. It is no use to construct railways, it seems to me, or provide water supplies, if we are not going to make our towns habitable. If, as has been pointed out, Perth

is a hot-bed of disease, what is the use of spending enormous sums of money on the development of our goldfields, if the City and the Port are to remain practically uninhabitable? Both Perth and Fremantle are a disgrace to us, and if things go on as they have been going, these towns will not be fit to live in. The sooner, therefore, the question of sewerage is taken in hand the better. Last session a survey for a railway to the Pilbarra goldfield was promised by the Government, and that promise led the people to believe that the Government were in earnest, and intended shortly to provide them with a railway. Now, I see in this Speech that the only mention made of the subject is that the survey has been completed. Whether the Government are going to construct a railway there or not is not stated, but if not I think the reason for this course should have been set out in this Speech. We all know that at one time this was a district which virtually kept the colony going, and if it had not been for Pilbarra and Kimberley, I doubt very much whether Coolgardie would have been found. These two goldfields were the means of bringing miners and prospectors from the other side, and they gradually travelled until they got to Coolgardie. The man who found Coolgardie was a man who came from Kimberley. I do not think that we should neglect the interests of that part of the colony, but should see that it has equal rights and benefits with other parts of the colony. The Government propose to spend £2,500,000 on a water supply for Coolgardie, but surely some part of it might be spent on supplying Pilbarra with a railway. If that part of the colony does not get anything out of this loan it will never get it. When we come to Bunbury we find that money is available for harbor works. I suppose £1,000,000 is to be spent there upon harbor works, and this within 100 miles of Fremantle, where enormous sums are now being spent. Why not let us see whether the Fremantle works will be a success before we incur further expenditure? It will be said that there is plenty of timber at Bunbury, and that that is the reason for the harbor works.

THE HON. D. K. CONGDON: What about the coal?

THE HON. F. M. STONE: We hope it will not be necessary for the coal to come on other than by railway to Fremantle and the goldfields.

THE HON. D. K. CONGDON: Will there not be an export trade?

THE HON. F. M. STONE: If we have any faith in this colony, the import trade will be twice the export trade. The coal required for our fields should prevent any export of it. At any rate, it will be time to talk about building harbor works when the time comes to export coal. I hope when the reasons are given why the Pilbarra railway is not to be constructed they will be good ones. If it is said there is no money, I do not think that will apply, because it does not apply to Bunbury. It is said that these fields can do with a road, but at present we can make railways cheaper than roads. Would the people of Coolgardie have been satisfied with a road? They would have clamored for a railway, and they would have got it. I think the colony is to be congratulated on its financial position, but, at the same time, we should not squander our money. Where possible, we should spend our surplus on works which will bring us something back, so that when the dark days come the whole colony will be equal to the burden.

THE HON. A. B. KIDSON: I am sure the kindly remarks of hon. gentlemen in reference to the late Mr. W. E. Marmion will act as a solace to his family, to whom his loss must be irreparable. His loss, I think, will be acknowledged by the colony as a whole, and by the Parliament of which he was such a bright and shining light. The Hon. Mr. Stone made kindly reference to the hon. gentlemen, and I only wish to add one small quotation to what he has said. The late Mr. Marmion was a gentleman who never made an enemy, and never lost a friend. On behalf of the constituency I represent I thank hon. gentlemen for their kindly remarks in respect to our late member. It was somewhat refreshing to me after this depressing debate to find the Hon. Mr. Stone in one of his antagonistic moods. He was not prepared to swallow the whole Speech at once; he was prepared only to digest its contents slowly. The Hon. Mr. Hackett caused me some surprise by the speedy manner in which he

mastered the whole Speech, and swallowed it, and was prepared to support it from beginning to end. The hon. gentleman told us that he had received a copy of the Speech late the night before. I presume he must have had some sleep, and that he had his daily labor to perform, and yet we find him in the afternoon swallowing the whole thing without seeking any further information whatever. I mentioned a few minutes ago that this debate seemed to me to be of a depressing nature, and I think that is caused by the Chamber itself having a most depressing effect. If the hon. the Minister for Mines will consider the matter and see whether he cannot move the Government to provide the Council with a more fitting Chamber he will do some service.

THE MINISTER FOR MINES (Hon. E. H. WITTENOOM): I shall only be too pleased.

THE HON. A. B. KIDSON: I listened to the remarks of the Hon. Mr. Crowder for some time to see if he was prepared to support one item, but I found he was not. I wonder when we shall hear him support anything. I have never heard him support anything since I have been in the House. He condemned the Fremantle harbor works, and I think he called it a sink-pit. I do not mind him calling names, but there is one satisfaction about it, and that is that he will not join in making another sink-pit in connection with the harbor works at Bunbury. With regard to the water scheme I spoke very definitely in another place. I said I was against a scheme of such a stupendous nature, involving as it will further large burdens upon the people. I shall not support it unless I am satisfied that it is going to be a success, and that it is going to be completed for the money stated, and unless it is proved conclusively that it will supply the goldfields now and for all time. I think the Government will be wise before proceeding further to obtain the services of a couple of experts to come to this colony (not to report from London), and tell us whether the scheme is likely to be successful. The Minister has told us that two or three syndicates intend to apply for concessions. If the Government are going to carry out this scheme, I cannot see why they should allow private enterprise to come in.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): There is plenty of room for all.

THE HON. A. B. KIDSON: There may be, but will it not bring down the price? The Government are depending upon 3s. 6d. per thousand gallons to make the scheme pay, and if the price is brought down of course it will not pay. I shall not go so far as to say that the Minister for Mines is a plunger. No one takes him for that. There is one point of the scheme I cannot understand. I cannot comprehend why the Government have not taken steps to prove whether an artesian supply exists. The Minister stated there were difficulties in the way, but he did not say what they were. The public consider that the Government should have undertaken a work of this kind, and I agree with them. Paragraph 7 of the Speech which was delivered last session states that the efforts of the Government in conserving and sinking for water had met with considerable success. I want to know what that is, because apparently the Government have now changed their minds, and have sent the diamond drill which was being used on the goldfields to Bunbury, to bore for coal. This seems to me to be rather an error of judgment, because the Government must know that the people wish for deep boring, and I cannot understand why it is not undertaken. There is one matter on which I wish to congratulate the Government, and that is on the efforts that are to be made to provide deep drainage for Perth and Fremantle. I stated before, and I say it again, that these schemes are paramount to all other works. The scourge of typhoid is terrible, and until we get deep drainage schemes, we cannot hope to get rid of it. There is no doubt Fremantle is more healthy than Perth, but perhaps that is on account of its greater proximity to the sea. I am pleased to see that the Government intend to construct a number of works out of revenue. On the question of Federation I shall say little, because it will require great consideration, looking at the peculiar position in which this colony stands. Of course the Enabling Bill will not bind this colony, but the delegates should be made to understand what our views are on the subject. My idea is that this colony is in a different posi-

tion to the other colonies, and its industries require fostering. With federation we must have intercolonial free trade, and that is a matter which requires serious consideration. I am glad to see that the Government intend to bring in a bill to repeal certain customs duties. I cannot agree with the Hon. Mr. Crowder when he said that the remission of duties last session had done no good. I think the assistance it gave to the poorer classes was great indeed. I hope when the bill is brought in it will be found to include the abolition of the stock tax among the other items. This is the *bête noir* to many persons, and I am informed that meat is now being sold at the enormous price of 10d. per lb. If I may be permitted to say one word more I should refer to the water scheme again, and urge that if there is going to be any doubt whatever about it, it should be left to private enterprise.

THE HON. J. E. RICHARDSON: With reference to the lamented death of the late Mr. Marmion, I endorse to the fullest the remarks that have fallen from hon. members when they stated that the loss has not only been a great one to Fremantle, but to the whole colony. As regards Federation, I do not see why we should adopt it to suit the other colonies, but if we do we must see that we are not outvoted, and that we go in upon an equal footing with our neighbors. No harm, I think, can be done in sending delegates to the Convention. It is not necessary for me to say anything on the matter of water supply, because we are to have a bill brought in, and then it will be time for us to express our opinion. I notice that no mention is made of a railway to Marble Bar. I think the Government might have stated whether that railway was practicable, and if not why not. I see it is intended to make a road, and I can only hope that it will be a good one. Paragraph 9 is a large order, and embraces works all over the colony. I hope when they are completed they will do some good. I am glad to see that the Government have at last recognised that the far north is part of the colony, and that they propose to expend some money there. Paragraph 13 mentions the efforts which are to be made to liberalise the pastoral land laws. I take it that this is necessary, as the prospects are not so bright as they might be. The

industry has gone back very much of late owing to droughts and the low prices of wool. I shall not, however, discuss the Speech further, because we shall all have an opportunity of knowing more about the various subjects it treats of when the details come before us.

THE HON. E. McCLARTY: I may preface my remarks by saying that I endorse what has been said by previous speakers in regard to the lamented death of my old friend the late Mr. Marmion. It would ill become me to comment on the Speech without endorsing those remarks. I remember him since I was a little boy, and until his death we were intimate friends and associated in business matters, and closely connected in many other ways. As regards Federation, I do not think it is a very pressing question, or one which need occupy our attention to any extent at the present time. The matter of increased representation for the goldfields will be carefully considered, and I hope that such a bill will be brought in that we can all agree with it. I am glad to hear representation is not to be on the basis of population. The water supply, mentioned in the fourth paragraph, is a large question, and requires careful consideration. I do not intend to commit myself at the present time, but I do hope that, if private enterprise is willing to undertake the work, the Government will favorably consider it. Anyhow, I do not consider that such serious issues are involved as the Hon. Mr. Hackett represented. He seemed to think that if the Government scheme were not carried out the goldfields would collapse. They have existed up to the present time, and I am sure if the Government do not undertake the work of providing water private enterprise will do so. I recognise the importance of the subject, and feel that the Government have not brought the matter forward without careful consideration. When the time arrives we shall have to consider the question, and it will then be time enough for us to give a definite opinion. For my part I shall endeavor to do what is right and just, whether the result be that I oppose or support it. I notice it is intended to extend the North Mole at Fremantle, and I presume that, so far, the work has been carried out under the estimate, and that the balance

of the funds will be available for the extension. If not, I think it will be rather early for the Government to ask for further moneys to continue this work. I am pleased to see by paragraph 9 the number of works the Government propose to undertake. The Hon. Mr. Stone has already pledged himself against the Bunbury harbor works, because he estimates the cost at £1,000,000. I do not know how he arrives at that, but I am sure any person acquainted with Bunbury must recognise the necessity of something being done. Only a short time ago a vessel, after loading there with great difficulty, was driven on the beach and became a wreck, and now it is most difficult to get vessels to call at all. I do not anticipate, however, that the Government are going to spend one million of money or anything like it, but it is absolutely necessary that something should be done. Great industries are springing up there—the coal industry, the agricultural industry, the timber industry—and it is the port for a large tract of country. If we do not provide harbor facilities we shall hamper those industries. I do not say if the cost is to be a million pounds we should undertake the work, but if it can be done for a reasonable sum, I am sure it will be money well spent. I notice with pleasure the proposal to extend railways in agricultural districts. We know that a large amount of produce is imported, and the only way we can overcome the difficulty is by affording our own settlers a cheap and easy means of transit for their produce. We know that a quantity of good land cannot now be cultivated owing to the difficulty of getting produce to market. The railway from the South Western to the Williams is an undertaking which will pay from the start. There is plenty of agricultural land and an enormous trade can be done in timber. I do not say that the Government should run railways to everyone's door, but I think it our duty to construct railways that will enable us to the better supply our own markets. I am pleased to learn that the survey of the Bridgetown and Colliery railway is now complete, although a long time has been taken in getting the work through. It is nearly 12 months since the bills were passed, and yet no attempt has been

made to call for tenders for the works. The Hon. Mr. Crowder referred to the purchase of the Great Southern Railway. No doubt it would be a good thing to buy the line if the Government could get it on reasonable terms, but I cannot see any pressing necessity for it. We are having a good service given to us, and I do not think it can be improved. It might be a great advantage if the Government could get the lands in their own hands, but the Government should not rush into the purchase when the company is at the top of a boom, and will ask the highest price for their property. One of the most satisfactory parts of the Speech is paragraph 5, which refers to deep drainage. Last year, in referring to the tariff, I thought it wise for the Government to retain their revenues and provide for the sanitation of the towns with the money. I have never altered my opinion. I do not think the country districts object to pay the extra taxes, although of course in Perth and Fremantle the people want everything as cheaply as they can get it. I pointed out last year that we were getting things cheaper than we did years ago. Sugar is selling at $2\frac{1}{2}$ d. per lb. which we used to pay 4d. or 5d. for, and other articles in proportion. Last year, however, the Ministry said that the sanitation schemes were matters for the municipalities to deal with. That is all very well, but how are the municipalities to find the money?

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): I think I added that the Government had a scheme which would apply to all towns.

THE HON. E. McCLARTY: There is no doubt our sanitary arrangements are a reproach, and it is imperative that the Government should assist the municipalities in the matter. There is no good for people to get rich if they die in all directions, and I am pleased to see that the Government recognise the necessity of something being done.

THE HON. W. ALEXANDER: The various matters in the Speech have been very fully discussed. Some members think it better not to express an opinion until the specific items come before them in detail, and I am inclined to that view myself. I have to congratulate the Government on the pleasing statement they have

made. In the few remarks I have to make I shall take the last clause of the Speech first. Clause 10 shows that we have a large revenue, and, to put the matter shortly, it is an increase of $62\frac{1}{2}$ per cent. over last year. Then in clause 9 members can see the time and care the Government have taken in laying out the works referred to therein. I can assure hon. members it is surprising to find the amount of work that has been done throughout the country. We have really no conception of it. With one exception there is nothing brilliant in the Speech. As regards the question of Federation, I think no harm can be done in sending ten delegates to the Convention for the purpose of considering the terms of a constitution. Whatever is done, the great stumbling-block will be the matter of customs duties. New South Wales is endeavoring to grasp the whole of the trade on the eastern seaboard; Victoria has its heavy protective duties, and in South Australia there is a mixture of free trade and protection. Then we have our own particular ideas on the subject, and it seems difficult to see how we are going to get unanimity. For my part, I believe there will never be Federation until we have a European war. As regards the increased representation the Government are only voicing the opinion of the country. The water supply scheme seems to be the bone of contention, although it is not the scheme but the cost which hon. members are somewhat frightened of. We must bear in mind that borrowing has been the curse of Australia, and I consider it unwise for us to follow in the footsteps of our neighbors in this respect. The water supply scheme, however, will be a reproductive work. It is stated that the water can be sold at 3s. 6d. per thousand gallons, and I may tell hon. members that at the rate of five million gallons per day it will take 10 years to cover the cost of the works without regard to the working expenses. As to the fifth paragraph dealing with the railways to Menzies and Kanowna, I can assure hon. members that these are necessary works. The greater portion of the country through which they will pass is sand. Not only am I in favor of these, but when the line reaches Menzies it must be extended northward, so as to make one grand trunk line

throughout the whole goldfields. Next session I hope to see a bill brought forward to construct a railway from Meuzies to Mount Magnet. As to clause 6, I approve of the customs duties being made as low as possible. I think our water supplies should be provided by the corporations. I understand the Government intend to lend municipalities money at 3 or 4 per cent. for the purpose of enabling them to undertake these works. I regret to see no mention made of a railway from Port Hedland to Marble Bar, and I think this line should be made as quickly as possible. With regard to the other works, I shall be prepared to consider them when the time arrives, especially the railway proposals.

THE HON. R. G. BURGESS: After the able speeches which have been made, I feel somewhat diffident in rising. I wish, in the first place, to endorse the remarks which have been made concerning the late Mr. W. E. Marmion. Everyone who knew him must feel proud of him. I congratulate the Governor in being able in his opening speech to give such a satisfactory account of our finances. Many grumble about the expenditure, but some people would growl about anything. Some have grumbled about the duties being taken off. After remitting £50,000 or £60,000 last year we have a larger surplus than ever we had before, and therefore the remarks of hon. members in this respect have very little in them. Several hon. members have deprecated the proposed water supply scheme on account of the cost, but in the same breath they advocate the raising of further moneys to build railways 100 miles in length. The Hon. Mr. Stone says that Marble Bar has not been treated well. He does not approve of a further loan, and yet he wants this long line constructed. There is no doubt but that the north has been neglected. The pastoral industry especially has not been looked after, and this may be accounted for from the fact that the industry is not properly represented in Parliament. The industry is not so flourishing as it was in days gone by, and our pastoralists to-day are more like slaves than anything else. The agriculturists form a larger community, and make themselves heard better, and they

will be heard even more in the future. As to Federation, there is only one man working it up in Queensland—Sir Samuel Griffith. The people do not agree about it, and when the time comes they will never have it on the terms they want it. We shall do the same. This colony in the past has had insult heaped upon it by the other colonies, and now they want us to join with them, and cripple every industry we possess. I represent a district which includes the goldfields, and I can say that the people will not be satisfied unless they have better representation. One man cannot represent everything. He cannot properly represent pastoral, mining, and agricultural interests. The people who are flocking here from the other colonies want free trade, which means ruin to our farmers. We are aware that our goldfields have done more for us in three years than we could have done in 20 years without them, and we should be reasonable on that account, but we should not sacrifice all other interests to them. I have heard it said that Western Australia has done more for her goldfields than any other colony would have done, and I have been told that our population is producing more per head than any other colony. We are, therefore, doing our best. As to the water supply scheme, the magnitude of the work does not surprise me, because I knew of it six or seven months ago. I do not say whether I shall vote for it until I know more about it, but at the same time I think the Government should get other opinions than those of the Engineer-in-Chief. I may point out that it seems to me that the loan proposals of the Government seem more justified than was the first loan of £1,333,000. There is no doubt we should be careful, but we must not be frightened to invest. We should not go on in the old way, and grow a bushel of corn and eat it, or fatten a sheep and watch it get thin again. Objection is taken to the harbor works at Bunbury, but I think something must be done, because the jetty which exists there is not fit to take a donkey cart upon. With regard to the sewerage schemes, hon. members must remember that fever is not prevalent in Perth and Fremantle alone, but all over the colony, and whatever is done for these two principal towns

the other places should not be overlooked. We want better organisation at our hospitals, and the system of red-tape which prevails burnt up. I have heard of things which are a discredit to the department which controls these institutions. If the Government would keep their servants up to date, it would be better. In the Perth Hospital, 67 out of 81 cases are suffering from typhoid; at Coolgardie, 37 out of 91 cases, and as regards Fremantle, I do not know the number. This shows that something should be done as soon as possible. With regard to the Agricultural Bank, I think it would be a good thing if the manager, now that we have agricultural halls, were to travel about and speak on the advantages of the bank. I hope that when the Fremantle harbor works are finished ships will be able to unload better than at present. Our railways are not carried on as satisfactorily as they might be, although there are many excuses for it. In any event, it is better that we should have goods waiting for trucks, than trucks waiting for goods. It is proposed to apply £1,000,000 to the purchase of rolling-stock, and this shows that it is intended to keep pace with the times. I might point out that there is practically no vote for immigration. At the present time it is difficult to get labor on the farms. In the past, I am aware that when people were brought out here they soon migrated to the other colonies, but things would be different now. If something is not done, we shall soon be in the position we were in when we started our railways. The men will leave the farms as before, in order to obtain higher wages. If, however, we get farm laborers from England they would be more likely to stay.

Question put and passed.

ADJOURNMENT.

The House at 10 o'clock p.m. adjourned until Wednesday, July 15, at 4 p.m.

Legislative Assembly.

TUESDAY, 14TH JULY, 1896.

Adoption of Children Bill; first reading—Powers of Attorney Bill; first reading—Summary Jurisdiction (Married Women) Bill; first reading—Agricultural Bank Act Amendment Bill; first reading—Agricultural Lands Purchase Bill; first reading—Address-in-Reply; resumption of debate—Adjournment.

The Speaker took the chair at 4.30 o'clock, p.m.

PRAYERS.

ADOPTION OF CHILDREN BILL.

Introduced by Mr. Moss, and read a first time.

POWERS OF ATTORNEY BILL.

Introduced by Mr. Moss, and read a first time.

SUMMARY JURISDICTION (MARRIED WOMEN) BILL.

Introduced by Mr. Moss, and read a first time.

AGRICULTURAL BANK ACT AMENDMENT BILL.

Recommended in His Excellency the Governor's message; introduced by the Premier, and read a first time.

AGRICULTURAL LANDS PURCHASE BILL.

Recommended in His Excellency the Governor's message; introduced by the Premier, and read a first time.

ADDRESS-IN-REPLY.

THE ADJOURNED DEBATE.

The adjourned debate, on the motion for the adoption of the Address-in-Reply to the Speech of His Excellency the Governor, was resumed.

MR. ILLINGWORTH: Mr. Speaker, perhaps at no time in the history of this colony was it more necessary that honorable members in charge of the responsibility of directing the affairs of this