

and be able to support them. It will always give me the greatest pleasure to do all I can to assist them. In the first place I am glad to be able to say that I have lived to see the time when my old bogie—a broad and comprehensive policy—has been brought forth. In the old Council I heard a great deal about it, and longed to see it. To-day, under the first Responsible Government, we have this bold and comprehensive policy, which is a better term for it, I think, than vigorous policy. I would ask Ministers in considering these works to have some regard as to where the money is to come from, for it appears to me in clause 7 of the Speech that they have put the cart before the horse. They are going to borrow £1,336,000 to be expended on works in a schedule to a Bill, and judging from the rather vague way these works are mentioned in clause 8, I doubt whether the sum named will be anything near to what is required to carry them out. I notice the works are most comprehensive. Beginning at Wyndham they go down the coast, with a little in here and a little there, till they come to Fremantle, where evidently a large amount is to be done, and then they go South and get to Albany, where I find that all that is proposed is that a steam dredge on its way up the coast may call in occasionally. The other requirements, especially the improvements to the lighthouse at Breaksea, are not mentioned. Then I see they go inland and propose to carry out a number of works, among them being a railway to Yilgarn, which, I may say, I thoroughly approve of. There can be no question that the mineral wealth of the colony is the first thing to be considered. We have to attract population, and the best way to do it is to develop our mineral resources. The question of Harbor Works at Fremantle is put in such a vague way that we do not know whether it is intended to carry out Sir John Coode's scheme or cause the Priestman dredger to be worked a little more. As regards the telegraph line to Broomehill, the Government might just as well duplicate the line to Albany as to stop where they propose to, for it would cost very little more. Then we come to the Bunbury Railway, and I would ask Ministers to leave that for the last. The people of

Bunbury have a good road and they have a means of communication by sea. Those at the goldfields have nothing of that kind, and I notice in the report of the Agricultural Commission that several residents in the district deprecate in the highest terms the building of that Southern Railway, and one gentleman went so far as to say that it would not pay working expenses for a century. I would also suggest to Ministers that before anything further is done in connection with these works they should have proper estimates of them prepared. Let us have the details of each, we can then see which of them it is advisable to carry out, strike out the rest, then add up the total cost of those that remain, and finally vote the necessary funds.

THE HON. J. MORRISON: There is cause for congratulation that we have lived to see this constitution properly inaugurated, and I am sure a great many of us who have lived in this Colony must have felt great pleasure when we saw His Excellency open Parliament at the beginning of his third régime. In his Speech he said the Colony was noted for its loyalty. There is such a thing as loyalty of a Colony to the Mother country, and there is such a thing as loyalty of the Mother country to a Colony, and we have had lately an exemplification of the latter. We have been treated throughout the late transition period with great consideration, and an unusual interest has been taken in us, both by Her Majesty and Her Majesty's Ministers. We have to thank them for appointing, for the third time, Sir William Robinson as our Governor, for his appointment came most opportune considering the change of Government that had taken place. I think the country is to be congratulated, too, upon the fact that one who is native-born has been appointed the first Prime Minister, and that two others of the five Ministers are also West Australian born. This shows that in spite of the hardships the Colony has struggled through, it has not forgotten how to bring up her youth so that they could, when the time came, take up positions which I should be sorry to see fall into the hands of strangers. In carrying on this new form of Government we should strive to have as few changes of Ministry as possible, and I



shall certainly do what I can to support any good Ministry; but at the same time I shall never have any hesitation in pointing out where I differ from them. I think the Ministry have the good of the country at heart. At a very short notice they have had to take over the departments and produce a policy. It is less difficult to criticise a policy than to propound one, and, therefore, I think, every allowance should be made for them. They propose to borrow £1,336,000—a sum which, if properly laid out, with no waste, the country can well stand at the present time. We have one of the finest countries in the world and its recuperative power is wonderful. If we could but value the whole of the property in the colony and divide it by the population we should find that we compared more than favorably with any other country, therefore we should not be afraid to borrow the amount that is suggested to us, or even double the sum. The principal question is how is the money to be spent. In clause 8 of the Speech there are certain works set out, and I must say that at present I do not approve of them as a whole. Some of them should be carried out, but others should be done without, the interest on the money having to come out of the pockets of the colonists. The first work of importance is the Railway to Bunbury, and I am of opinion that it is a line that will pay. There are a number of small townsites *en route*; there is population all along, and this cannot be said even of the line to the Eastern districts, for on it we find one stretch of 40 miles of country with nothing but a few timber mills upon it. On the other hand to the south there is plenty of good land and plenty of good timber too. As to the extension from Boyanup to Minninup Bridge, I should like to know something more about it before I bind myself to support it. The Yilgarn Railway I consider premature, and I do not hesitate to state my reasons. I should like to know before running a line of railway 180 miles long to a goldfield how many mines there are working which the line would serve. I know there is gold there, but the development of the mines has been retarded by what is called scrip mining, through which people who have put their money

into the various ventures have simply lost it. There are only nine mines working, and I believe that after working for two or three years only one of them has paid a dividend.

THE HON. J. W. HACKETT: They will never do any more until they get a railway.

THE HON. J. MORRISON: Is this country going to legislate for mining alone? I do not see why 40,000 people should pay taxes to run a railway for the benefit of 8 mines, especially as in my opinion the Government should take steps to bring about a construction of a broad gauge line from Fremantle to the South Australian border. If that be done there will be no necessity for this narrow gauge line which I presume is intended, and if it be constructed now will certainly militate against the other which would be a national work. I am sure that if it were known we were willing to allow such a railway to be constructed on the land grant system it would be readily taken up. The money which is proposed to spend on this line now should, in my opinion, be applied to keeping up the population and finding water on the field. It is quite evident from the amount of the proposed loan that it is not intended to go in for Sir John Coode's scheme of Harbor Works for Fremantle. I shall wait to see how it is proposed to spend the money under this head. I should certainly like to see something done with the river, but if this be not practicable, then I should like to see Owen's Anchorage down to Rockingham made into a harbor. I always understood that the question of a lighthouse at Cape Leeuwin was one for the Australian colonies as a whole to take in hand, and I do not see why we should borrow money to put it up. I would not favor immigration other than the present nominated system, and I think if we spend money on developing our goldfields it will greatly assist in getting the people to come here. As to the proposed improvements at Perth and Guildford, I live at the latter place, and we have a very nice station, and I really cannot see what more we want. Rolling stock we do want, but I hope when it is obtained it will not be allowed to bleach for the want of proper shed accommodation. It is stated that



it is not proposed to borrow all the money at once. I think we should go in for the whole amount at once, even if we lodged it in the Banks at  $\frac{1}{2}$  per cent. less than we paid. I am glad to see that we are about to have an Agent-General of our own. The Crown Agents have certainly shown wonderful energy at times over details, but on the other hand they have failed in larger things, and on the whole a gentleman who knows the colony and is thoroughly acquainted with the colonists would be of much greater service to us, and in my opinion no gentleman other than one possessing these qualifications should be appointed. We want a gentleman sent from the colony—not a gentleman chosen at Home for the sake of saving a little in the matter of salary. In conclusion let me say how satisfied I am that, notwithstanding the depressed times we have gone through, we have ended the year with a credit balance of £45,000.

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

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