

by the country, they being of opinion that it would be better to construct it on the land-grant system, and make it portion of a transcontinental line. It is suggested that the question should be put before the Federal Convention, which is to meet in March, when the whole of the colonies might be asked to join in the cost. Of course the Government would be glad to join in any scheme of that kind, but in the meantime they cannot be idle; they must take some steps to overcome the want of means of communication, so that the fields may not be kept back, and therefore it is one of the works that the Government propose to carry out. The policy of the Government is clearly explained in paragraph 10 of the Speech, which says: "My Ministers confidently believe that the policy of public works now recommended to Your Honorable House will be productive of great benefit to the Colony. It will, they are confident, attract population, develop our mineral resources, encourage the settlement of the land, greatly increase facilities of transit, and will be the means of placing the people of the Colony in a position to develop its great and varied resources." That, sir, is the policy we place before hon. members, and if it meets with their approval we shall be able to carry it out. I would like hon. members to look round and see the effect of the railways which have been recently opened. When I went over the Great Southern Railway for the first time there was not a single settler along it. When I went over it only a few days ago it was surprising to see the difference. There were farms and townsites springing up all along the line, and I would ask hon. members have we not a right to expect that a similar result will take place with the railways that the Government propose to build? The Government has endeavoured to take a broad and comprehensive view of the whole colony, and by a system of public works, properly considered and carried out, do something which will place the colony on a proper footing as regards her neighbors. A great deal has been said about the inexpediency of borrowing further; but I would ask, sir, why should not the colony as a whole do what its individual members do? Do not the holders of runs borrow money to improve them? Are they afraid to borrow for the

development of their holdings? I shall not, however, detain the House longer. Our policy is before hon. members, and we have done the best we could in the time at our disposal. It may not be perfect, but I cannot agree with the hon. Mr. Bush that it is an ill-advised and ill-considered policy. On the contrary, I am sure by the kindly remarks which have been made by hon. members, and for which I thank them, it is a policy which will meet with the approbation, not only of members of this House, but also of those of the other branch of the Legislature.

The motion for the adoption of the Address-in-Reply was then agreed to.

#### ADJOURNMENT.

The Council at 8 p.m. adjourned until Tuesday, 27th January, at 3 o'clock.

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### Legislative Assembly,

Thursday, 22nd January, 1891.

Water Supply, Yilgarn Goldfields—Address-in-Reply;  
adjourned debate—Adjournment.

THE SPEAKER took the chair at 7-30 p.m.

Prayers.

#### WATER SUPPLY FOR YILGARN GOLDFIELDS.

MR. HARPER: I wish to ask the Minister of Works and Railways what steps have been taken by the Government since the last session of the Legislature, and what further steps are proposed by the Government to provide a water supply for the Yilgarn Goldfields?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied, as follows: Since the last session of

the Legislature the following steps have been taken to provide a water supply for the Yilgarn Goldfields :—

1. A tank equal to holding 800,000 gallons of water has been formed at Sayers's, six miles S.W. of Southern Cross, at a suitable and well-chosen site. At present there is no water in the tank, and will not be until there is a fall of rain; but as the spot has been well chosen and the water-shed well channelled, this tank is sure to fill on the first fall of rain in the locality.

2. A tank equal to holding 126,000 gallons has been formed at Koor-koodine, six miles due North of Southern Cross. The water-shed here has also been well channelled. This is a splendid tank in the solid rock, and although the water in it is getting low there is still in it about one-fifth of its full capacity.

3. A well has been sunk at Merrenden near Hunt's dam, which has struck a permanent supply of water.

4. A condensing plant equal to the supply of 3,000 gallons of pure water per day has been ordered from London, and should have been shipped from there next month; but I regret to say that I hold in my hand a telegram received from London to-day, to say that it will not be ready by contract time next month, and at the present moment the Government cannot say when it will leave London; but as the Contractors have been urged in this matter, it will be forwarded with as little delay as possible; it will then be conveyed to Southern Cross at once, and erected.

For the further information of this Honorable House, I may say it is a Chaplin's condensing, evaporating, filtering, and cooling plant, and as I have mentioned will produce about 3,000 gallons of pure water per day; it will probably cost something over £1,000 when erected, including sheds and tanks for storing the water.

The boilers or evaporators, of which there are four now ordered, are supplied with only one galloway tube each, so that the evaporators can be blown off every hour alter-

nately, if required; this is to provide against the corrosion consequent upon the extreme saline density of the water; the plant has been specially designed for our requirements in this particular.

The following further steps are proposed by the Government :—

As occasion requires, the condensing plant will be enlarged and duplicated.

A reservoir or tank will be formed at Parker's Range, for which a suitable site has been chosen, and the dam marked out at Curry's Gully.

The tank at Golden Valley is to be enlarged and improved.

Consequent upon the delay which has occurred in regard to the condensing plant, the Government forwarded last week tanks and boilers to Southern Cross; and with these it is hoped a sufficient supply of water will be condensed to meet immediate requirements, until the larger plant arrives.

The Warden has been instructed to sell or loan any pipes the Government may have at Southern Cross, and give every facility to persons desirous of providing themselves with water.

And I may say the Government are fully alive to the importance of obtaining a proper water supply on the Goldfields, and will take every means in their power to secure this desirable result.

#### TELEGRAMS.

*Secretary to Crown.*

14th January, 1891.

When was Condenser shipped?

*Crown to Secretary.*

14th January, 1891.

Condenser, refer to my letter of 20th November.

*Secretary to Crown.*

15th January, 1891.

Use utmost endeavors to ship in steamer, leaving on or about 5th February, Condenser.

*Crown to Secretary.*

21st January, 1891.

In consequence of Scotch Railway Strike, Condenser cannot be completed by contract date.

## ADDRESS-IN-REPLY.

## ADJOURNED DEBATE.

THE PREMIER (Hon. J. Forrest): Mr. Speaker, Sir, In rising to speak to the Address in reply to the Speech which His Excellency was good enough to give to this House, I think it right that I should say a few words with reference to the important occasion upon which we are now assembled. I wish to congratulate this House and the colony upon the Constitution which we have now had conferred upon us, and to express my hope—and I am sure I only express the hope of every member of this House—that the great privileges that we now possess may be wisely used for the continual benefit of this colony. I should also desire to say what great pleasure it gives me personally—and I believe I only echo a sentiment that finds place with every member of the House—to see you, Sir, occupying the distinguished position of presiding over the deliberations of this Assembly. I feel, Sir, that so long as we have a gentleman of your capacities and culture and knowledge of Parliamentary procedure in that Chair, the proceedings of this House will be always conducted in the manner that they should be conducted and in accordance with Parliamentary procedure in the old country; and I think we ought to be specially grateful that at this time, when we are inaugurating a new system of Government, we have a gentleman so conversant with the rules and practice of Parliament to preside over us. I did not anticipate, Mr. Speaker, that it would have been necessary for me on this occasion to make anything like a long speech if I spoke at all, because a great deal of what I will have to say to-night, I thought, might have been better and more appropriately said when I have the duty cast upon me of introducing in this House a Loan Bill and the Estimates of Revenue and Expenditure. But, Sir, my intention has been frustrated by the tactics of the hon. member for York, who took the opportunity of the debate on the Address to criticise and attack the policy of the Government at some length. I have no reason to object or complain of the hon. member's action in the matter of reviewing the policy of the Government on the Address-in-Reply, though on the present

occasion the Address was framed by the Government in accordance with what has come to be the usual practice, I believe, elsewhere, leaving little room for discussion; and much time, I had hoped, would have been saved by deferring all discussion on the policy of the Government until the Loan Bill had been placed before the House. There is some difficulty in dealing with these questions at the present time because I am not prepared to-night to discuss the items of the Loan Bill, as they are not before the House; so that members are at this disadvantage that they are discussing the policy of the Government without exactly knowing what that policy is, in so far as the amounts for each work are concerned. However, I wish to express to the hon. member for York my personal thanks and the thanks of the members of the Government for the very kind expressions that he used towards us when speaking the other day in this House. I consider that his speech on that occasion was entirely appropriate and quite complimentary. He at any rate said he believed we were honest. [MR. PARKER: I feel sure of that.] I listened with much attention to the hon. member throughout his address last night, and I could not help thinking how circumstances do alter cases, because I feel sure that if the hon. gentleman had occupied the position which I have the honor to occupy at the present time he never would have given the House the speech which he delivered last night. It appeared to me that at the beginning of his speech the whole gist of it was, his only complaint was, that the Government had been too liberal, too generous. He said we had tried to please everybody, to satisfy everybody; he said our policy was to catch the vote of every member, that we were going to give something to every district. I do not take exception to that statement. The desire of the Government is to assist all parts of the colony. The hon. member said we seemed to have looked round the colony to see how and where we could distribute our favors, in order (as he said) to catch every man's vote. I assure him we did look around the colony. I have been looking around the colony for many years, and I am looking around the colony still. I can tell the hon. member that we know the

colony, and we know its wants, and we are not working in the dark. I should also like to tell the hon. member this: that in my opinion those who supply the revenue of the colony will demand, and they have a right to demand, a fair share of the expenditure. We were told also by the hon. member that we were no novices. I think that is also complimentary. I myself, and I think I may speak of my colleagues, do not consider ourselves novices in this colony. We consider we are pretty old colonists, and we believe we know something by this time of its requirements. I do not know that that is any disparagement to us. The hon. member said, though we had not had much time to prepare our policy, we had been in the colony for some years, and that therefore we ought not to have made any excuses in His Excellency's speech? I am not prepared to admit in the first place that we made any excuses. We were prepared with our policy of public works, and the only excuse we made (if it can be called an excuse) was as to the short time at our disposal to prepare any new legislation. I should now like to inform hon. members of the intentions of the Government with reference to their public works policy now before the House, because although the language of the Speech is plain enough, the hon. member for York said he was not responsible for its English. No one insinuated that he was. At any rate, if there is any ambiguity about it, I hope to do away with it to-night, and tell hon. members, so far as I am able, the intentions of the Government. Sir, the intentions of the Government are to carry out all the works mentioned, as soon as possible; and we estimate that all the works enumerated there will amount to the sums that will appear in the schedule of the Bill, amounting in the aggregate to £1,336,000. After the Loan Bill has been passed by this House and by the other branch of the Legislature—and we hope it may safely pass through all its stages—it will be necessary, under the laws of the land, so far as any new railways are concerned, before we can proceed with their construction to have a Special Act passed by the Legislature authorising the construction of each railway. I take it that the passing of the Loan Bill will provide funds for the

Government, and the passing of the Special Act will enable the Government to go on with the work. The Special Act will have no reference to the money required for the work, for the money will have been voted. The Special Act will deal with the route, the nature or character of the work, and all other particulars; and that Special Act will have to be passed before the work can be undertaken. We were told last night by the hon. member for York that we hardly knew what we were going to do; but I tell the hon. member that we are fully alive to our responsibilities in this matter, and we mean to spend the money on the various works enumerated in the Bill, and we intend to spend it as quickly as possible. The works enumerated in the Governor's Speech, and which will be particularised with the amounts opposite them in the schedule of the Bill, are the works which the Government consider most pressing at the present time, throughout the colony. The hon. member for York said our desire should be to make the colony attractive. Sir, the intention of the Government is to make it attractive; and I would like to ask the hon. member how he proposes to make it attractive. The hon. member, I think, went through the whole of these items in the Governor's Speech, and I think he condemned almost every one of them. There may have been one or two exceptions, with regard to which he was inclined to give us a little praise. His most bitter attack was levelled at the Bayswater-Busselton Railway; I think his remarks with reference to that work must have occupied almost half his speech. We are told, Sir, that love turned to hate becomes hatred of a very bitter kind; and probably the admiration felt during a long course of years by the hon. member for this particular line has now turned into inveterate hatred. It would be interesting, I think, if there was time, to trace the hon. member's change of front with regard to this line. I find that on the 16th August, 1886, the hon. member (who was then member for Perth) made a speech in this House which I should like to refer to. I am not going to quote from it, but if the hon. member has any inclination to look at it, he will find it in *Hansard*, Vol. XI, p. 405. On that occasion the hon. member urged with

much eloquence and in many words the construction of this Busselton Railway. On the 26th March, 1888, again, the hon. member brought forward the same scheme; and again, when he was member for the Vasse, he moved in favor of the self-same scheme.

MR. PARKER: Pardon me; not when I was member for the Vasse. I became member for the Vasse in 1888, but I then refused to pledge myself to my constituents to support this work, believing there were other works of more urgent importance.

THE PREMIER (Hon. J. Forrest): Then I withdraw what I said as to the hon. member having advocated the scheme when he was member for the Vasse. I think, however, I may say that the hon. member, after his two speeches in this House urging the adoption of the scheme, has completely changed front. The hon. member, I was pleased to see, looked with some little favor upon another work mentioned in His Excellency's Speech,—the railway to Mullewa. He referred I think with some gratification to the amount of traffic there would be on that line; he referred to the large number of bales of wool (I think he said 5,000 bales) which would come down annually over that road. The hon. member seemed to have much sympathy with the people of that district, with their 5,000 bales of wool, but the hon. member had no sympathy with the 5,000 people in the Southern districts of the colony who are languishing, and have been languishing for many years, for a cheap and easy means of transit. The next subject he touched upon was the Yilgarn Railway. There at any rate, I thought, we might surely have calculated upon receiving his unqualified support; I thought that there at any rate he would have been loud in his praises as to the wisdom of the policy of the Government. No; even in this matter—a matter intimately connected with his own constituency, and which he so strongly advocated when he was a candidate for their votes—even in this matter he did not give us much encouragement or support. I have taken the trouble to see what the hon. member did say when he addressed his constituents at York, and he said this: "I do not think that any reasonable

"person can doubt that we have, at the present time, a payable field at Yilgarn. It is situated apparently about 162 miles to the eastward of York, and we can build a railway from York to the fields, for an amount quite within our means, and can borrow the necessary capital for one that will not only be directly reproductive, but will induce such a population as will enable us to pay the necessary additional charge upon our revenue, without any additional taxation. What will a railway like that mean to you? It will mean almost an unlimited market for all your agricultural produce. It will mean a market for that produce at fair and profitable rates. In the interest of this community, of mining and of agriculture, and in the interests of the farmer, and the working man, a railway from York to Yilgarn is the grandest thing that can possibly be initiated for the Avon district at large."

MR. PARKER: That is exactly my view now.

THE PREMIER (Hon. J. Forrest): The Government agree with the hon. member; and as I said before we expected that in this matter at any rate we should have been sure of the hon. member's hearty support, and that he would not have countenanced any delay in the construction of the work. But even here he could not have it in his heart to support the Government. At any rate he says he wants a great deal more information on the subject. At York he also advocated "a bold policy." His words are: "I am prepared for a bold policy, and it is this: it is the development of our mineral resources;" and in another part of his speech he says: "I am prepared to advocate a bold policy, I am not prepared to advocate what may be called a reckless policy. If we were at the present time to borrow £1,000,000 it would be the most we could safely be called upon to be responsible for, in addition to the amount of about 1½ millions we now owe." We agree with the hon. member in some part of that. Like him we believe in a bold policy, but we think that £1,000,000 is not sufficient to satisfy the wants of the colony, this large colony. He then added that he thought Fremantle ought to have a better harbor. "We know," he

said, "that Fremantle is hardly a safe port in winter, and it behoves us, therefore, to do something to render it safe. I do not pretend to say how this money should be spent, but I think that if these fields do turn out prosperous and attract a large population, it will be found that one, if not the next great work we should undertake is that of doing something to make shipping safe at the port of Fremantle." We are almost in accord with the hon. member there again. We propose to try and make Fremantle a safe harbor, and why should he complain about our policy in this respect? The only difference it seems to me between us is this: the hon. member says it ought to be the next work we should undertake, and we say it should be undertaken at the present time. He wants it done in the future; we wish to see it done now. We say it is in the interests of this part of the Colony, as well as of the whole Colony, that there should be great improvement made in the harbor accommodation at Fremantle. We hear complaints from all sides as to the inconvenience and vexatious delays to shipping at Fremantle, so much so in fact that people prefer sending their goods a longer distance in order to avoid the trouble and expense and inconvenience of having them sent to Fremantle. We say this is a state of things that ought not to be allowed to continue any longer than we can possibly help. At York the hon. member expressed himself also in favor of providing a water supply for our goldfields. That, too, is a matter that has received the very anxious consideration of the Government, and we propose to place a very large sum indeed upon the Loan Estimates, in order to develop our goldfields. We certainly did not specifically mention a water supply, but we stated that our undertakings included the development of our goldfields and mineral resources; and the hon. member might have waited until he found what we intended to do before attacking us in respect of our policy. The hon. member told us last night—and it did not come altogether as a matter of surprise to me—that he proposed to move for a committee of both Houses of Parliament, in order to scrutinise and decide upon all public works to be undertaken. Now,

sir, however useful and desirable a Public Works Committee, consisting of members of both Houses, may be in other countries—and I am not not prepared to say how useful or desirable it is, for I have not had any experience in the matter, but I think I may say it is not altogether perfection—however useful such a Committee may be in other countries, I must confess I cannot see the utility of it in a colony like this. In fact, it appears to me that this idea of a Public Works Committee consisting of members of both Houses would only delay matters and weary out people. It will give more time, it is said, for investigation as to the quantity of traffic, and matters of that kind, more time to ascertain the requirements of this place and that. As to this question of traffic, I said to one of my colleagues the other day, "How much traffic is there on this proposed line," he replied, "If I were to answer I should say there is no traffic, but we intend to make some." It does appear to me that in a colony like this, where the wants and requirements and the traffic and every circumstance connected with the place are well known, even to the private affairs of the people, it does seem to me that to appoint a Committee of both Houses to deal with every public work before it could be undertaken would be a work of supererogation. Take this railway to Busselton, for instance, or the railway to Yilgarn, what information are we likely to obtain from such a Committee that we do not possess now? Such a Committee might answer well enough in the future when we have a large population, and many conflicting interests, and we may not be so well acquainted with the requirements of the country; but at the present time I cannot see the necessity of it. It appears to me to be only another form of obstruction, the old cry, "Delay! delay! delay!" I think it was the hon. member for York, too—at any rate it was some hon. member who was opposing the public works scheme we have put forward—who objected even to the small matter of a lighthouse at Cape Leeuwin, and said it was a matter of federal or international concern, rather than a local one, and that other people should help to pay for it. I know it is an idea that many people have, if you want anything

done that costs money, to get other people to pay for it if you can, rather than pay for it yourself. I do not believe, myself, that we would get any contributions towards this lighthouse, unless perhaps from Lloyd's, or possibly we might get a little from the other colonies if we were to ask for it. But I think it would be a very bad beginning for this colony, on entering upon the management of its own affairs—and I am not prepared to do it—to go round seeking contributions from the other colonies and other parts towards a work of this kind on our own coast. I remember when I was in England attending the Colonial Conference the question of the fortification of Albany came up, and someone got up in the room and said that Western Australia should be assisted to fortify Albany, because she was a poor colony and sparsely settled, and that she would not be able to do it herself without some assistance. I at once rose in my place and said I objected altogether to that statement, that Western Australia was quite able to do it herself, that she had already expended over a million in the construction of public works, and was quite able to spend £20,000 or £30,000 in the fortification of Albany, if she considered it necessary, and that I would not allow the remark to be placed on record that this colony was too poor to do what was necessary for her own interests. Sir Samuel Griffith, I remember, supported me. When we remember what the other colonies have done in the way of lighting their seaboard, when we bear in mind what Queensland has done with her extensive coast, extending from the Gulf of Carpentaria at the North to Brisbane in the South, it does seem to me that it would be petty and paltry on the part of this colony, just entering upon a free career, to go round begging for contributions towards this one lighthouse, for the convenience of ships using our own ports and the ports of the sister colonies. The hon. member for York also referred to the Wyndham telegraph line, and took the opportunity of making some complimentary remarks with reference to my hon. colleague the member for Fremantle. I think, myself, that the member for Fremantle acted in his usually magnanimous manner when he did not object to the diversion of the Fremantle harbor

funds to the Kimberley telegraph. It would have made no difference whatever even if the hon. member had objected, because there was a large majority of members in favor of it, and he could see that the Government at that time would not spend the money on harbor works at Fremantle. It was a question of whether the money should be expended on a work of great importance or whether it should lie idle in the Banks. I for one thought the money was wisely spent, and I did not hesitate to say so before my constituents. If we expect people to go out to the confines of civilization to settle the lands of the colony, the least we can do for them is to provide them with postal and telegraphic communication. I believe the result would have been, if we had not constructed that telegraph line, that we should have lost the whole of our Northern territory; in fact, I think we should have deserved to lose it, too. The hon. member for York also objected to the procedure proposed to be adopted with regard to our proposed loan. He said we should first decide upon the works and afterwards apply for the money. I think that is a left-handed way altogether. If I were going to build a house and had not the money to do so, I should first look where the money was going to come from, before I entered into a contract or prepared the specifications. Moreover we have a better authority on the subject than even the hon. member for York, for the practice we propose to follow is the practice followed in the other colonies with regard to their loan moneys. They first obtain permission of Parliament to raise the money, and then introduce specific Bills dealing with the various works upon which it is proposed to spend the money. The course recommended by the hon. member for York therefore is not the course adopted by the other colonies. I noticed, however, that the hon. member did have a little grain of sense left in him. [Mr. PARKER: Thank you.] I noticed that the hon. member, looking around him, did seem a little more kindly disposed towards the districts represented by members on his own side of the House. Of course I have no reason to complain of this. It was encouraging to get some little support from the hon. member; and I was thankful even for very small mercies at

his hands. I have said a great deal about him, but I think he deserves a great deal more, because he might have recollected that under ordinary circumstances he might fairly be expected some day to stand in the position I do. If he does so, I only hope I shall not mete out to him the same injustice he has meted to us. I do think it is a pitiable spectacle to see a man who has been in public life for so many years twisting and turning about and changing his mind every now and again. First he is against borrowing—when he addressed the electors of the Vasse he was almost against borrowing altogether; but when he goes before the electors of York we find him in favor of borrowing a million.

MR. PARKER: May I ask when I addressed the Vasse electors?

THE PREMIER (Hon. J. Forrest): If the hon. member did not address them he wrote a letter to them explaining his views.

MR. PARKER: Will you read it?

THE PREMIER (Hon. J. Forrest): I have not got it; but I know the hon. member objected to borrowing money. But under the excitement of a contested election we find him in favor of borrowing a million. Now he seems again opposed to borrowing.

MR. PARKER: I do not object to borrowing; what I object to is reckless spending. I have no objection to borrowing reasonably.

THE PREMIER (Hon. J. Forrest): At all events I hope it will never be my lot to make speeches in this House one year in favor of a particular work, and next year making speeches against the same work. I think that a man who aspires to be a leader of a party and a public man should have some little consistency, and not attack the Government in the wholesale manner he did. There is not one grain of sense in the whole Government policy, if you were to listen to what fell from the hon. member for York last night.

MR. PARKER: Will the hon. gentleman pardon me; he has misrepresented me quite enough already. He drew my attention to a page in "Hansard, vol. xi., page 405," when he said I had advocated a line of railway to Busselton. If he will pardon me, the resolution I then

moved has nothing to do with a line to Busselton.

THE PREMIER (Hon. J. Forrest): It was in his speech, I said.

MR. PARKER: The resolution was simply to build a section of the line as far as Jarrahdale, and I distinctly pointed out it was only as far as Jarrahdale. He has entirely misquoted me.

THE PREMIER (Hon. J. Forrest): I beg your pardon; I can give you word for word. I assure the hon. member if I have misquoted the page I have not misrepresented his words.

MR. PARKER: Here are the words: "While deeming it inadvisable at the present time to recommend the acceptance of the offer for the construction of the whole line, the Council respectfully requests His Excellency the Governor to enter into a contract with Mr. Dobson for the construction of the first section thereof from Bayswater to a junction with the Jarrahdale line, *via* the Canning."

THE PREMIER (Hon. J. Forrest): The page I referred to may be wrong, but there can be no doubt as to what the hon. member said in this House. I will now refer to what another hon. member said in the course of this debate, the hon. member for East Perth (Mr. Canning). I would have expected he certainly would have been in accord with the policy of the Government, for I watched his election addresses carefully, and I believe that to a large extent he was in accord with the policy of the Government. The hon. member was in favor of harbor works at Fremantle, he was in favor of the Southern Railway, and I believe he was in favor of the Yilgarn Railway. [MR. CANNING: No.] The hon. member was not against it, at any rate. These are the three great works which the Government wish the House to assent to, and I thought the hon. member would have supported us. The hon. member said last night we would be recollected in the future as a "sop" Government. [MR. CANNING: A sop policy]. I don't like the expression; but as for expending money in carrying out necessary undertakings in every district, and recognising the claims of every district, I have no objection to that being regarded as the policy of the present Government. The hon. member took a very extraordinary course in this



House last night, in the course he took upon himself to move a vote of want of confidence in the Government. Any one who is acquainted with Parliamentary procedure knows that when it is intended to propose a vote of no confidence in the Government it is generally only done after very grave consideration, and a calculation of the cost; and the member who is chosen to do so is some prominent member of the party in opposition, who, in the event of the adverse vote being carried, is always—I believe always—sent for by the Governor to form a new Ministry. When the hon. member, last night, took upon himself the responsibility of moving a vote of no confidence in the Government the only conclusion we could come to was that he was the chosen leader of the Opposition.

MR. CANNING: Facts did not justify the assumption.

THE PREMIER (Hon. J. Forrest): I noticed that although the hon. member took that very grave step he was unable to find a seconder. However, as the hon. member is new to the rules of the House we won't be too hard upon him in his inexperience; but we hope he will not again arrogate to himself the role of the leader of the Opposition, until at any rate he is able to find a seconder. Sir, I do not propose on this occasion to go into the financial affairs of the colony; in fact I am not prepared, even if I desired. I shall have a more ample and fitting opportunity hereafter of dealing with the finances when we go into the Loan Bill. I must, however, say that I agree with the remark of the hon. member for Newcastle when he said if we cannot afford to borrow a million of money, what are we here for? I quite agree with him. I don't know what we are here for. It is quite certain that this immense territory of ours cannot be developed out of current revenue, at any rate the current revenue we now possess. The object which the Government have in view, and which I ask this House to support, is to make this colony something like any other civilised place. We want to give this country safe and rapid and easy means of communication. Without that it is impossible for any country in these days to progress. I believe that this country at the present time is one of the worst places in the world in that

respect. I have travelled all over the world, and I have never been in any place where the means of communication were so bad as in this colony. Only two or three years ago I took a tour through Europe, the United States, Canada, New Zealand, Tasmania, and the other colonies, and, after having enjoyed myself and had plenty of services at my disposal wherever I went, I arrived at Albany one evening at 10 o'clock, and I actually had to carry my portmanteau on my back to my hotel. This state of things has discontinued since then; and why? Because we have railway communication between here and Albany. But for that railway any passenger going to or coming from the other colonies or England would, if he arrived at night, have had to carry his portmanteau on his own back. Why have we been crying and striving for Responsible Government? I am sure it was not because we considered that we were under a too despotic form of Government, or that our liberties were in danger. We had all the advantages of freedom and civil liberty, and were able to do as we liked, just the same as the people of the other colonies. The reason why we were not satisfied with the form of Government we lived under was that we had no control over the finances of the country; we were fettered in our control over them, and our borrowing powers were checked, so that we were unable to develop the resources of the colony as we wished. We believed that we had a valuable estate capable of improvement, and we wanted to borrow money to improve it. That was what we wanted Responsible Government for, and that is what we are proposing to do now. It will be seen that at the beginning of this year we had a small sum, but still a very useful one, of £45,000 to the credit of the colony—nearly sufficient to pay interest on the proposed loan. In private life people are not afraid to borrow, and to invest their money in enterprises which they believe will prove beneficial to them. We do not hoard our money with the Banks. We are not afraid to go into the market and encumber our estates in order to develop their resources and to improve their capabilities. Why then should we be afraid to do so with the public estate? Look what we have already done! We have borrowed alto-

gether a million and a third of money, and I think we have made very great improvements with it. I believe that those who left the colony some years ago would hardly know the place. Would anyone, the most bigoted, the most unprogressive, say we would have been better off if we had not borrowed that money? I think that we have spent that money pretty well, altogether. We have something to show for it; we have improved our estate with it; and I can see no reason why, with our vast territory at our back and with its great resources, we cannot go on improving it, so long as the money to do so is obtained at a cheap rate and spent judiciously. Why should we be afraid of borrowing? The state of our finances justify it. Only last year, when there were no public works of any description going on, and the Midland railway was hung up, and everything was very dull, a year of unexampled depression, even last year we had a balance of £12,000 to our credit on the year's transactions.

MR. PARKER: Windfalls, in the shape of land sales. We shall not get £27,000 every year from Hampton Plains.

THE PREMIER (Hon. J. Forrest): I assure the House my hon. colleagues and myself have very carefully considered this question. We know the colony. All we ourselves possess is in it, and if it does not progress we shall not progress. We have no idea of leaving here in a day or two, and leave the colony to itself. Someone said to me the other day, "If this Loan Bill does not pass, I shall leave the colony." Another one told me, "If that bill passes, I shall leave the colony." I say, whether the Bill passes or not, I am not going to leave the colony, and I do not think any of my colleagues will leave. I think we know the requirements of the colony, and we know its resources, and what is more, we know the individuals who compose the community. We know the people of the colony from one end of it to the other, and, as I have already said, we know the wants of the country; and I believe that if this policy which we ask members to give their assent to meets with the approval of Parliament, it will tend largely to the prosperity and advancement of the colony. I will conclude,

sir, in the words of His Excellency's Speech: "We confidently believe that the policy of public works now recommended to your honorable House will be productive of great benefit to the colony. It will, we are confident, attract population, develop our mineral resources, encourage the settlement of the land, greatly increase facilities of transit, and will be the means of placing the people of the colony in a position to develop its great and varied resources."

MR. DE HAMEL: I had hoped that the Premier would have thrown some light upon the basis upon which his loan policy is framed; but, after listening with great attention to the words of the Premier, I find myself in the same state of darkness as I have been in ever since the Government policy has been thrust upon us. I desire to show members that in the remarks I am about to offer I am not one of those opposed to a Loan Bill, but rather in favor of a Loan Bill, provided that the loan is to be prudently and wisely expended. The objection that I have to paragraphs 7, 8, and 9 of the Governor's speech, as representing the policy of the Government, is not against the raising of a loan, but to the way in which that loan is proposed to be dealt with. There have been several replies to the criticisms of the hon. member for York upon the loan policy of the Government, but no hon. member has touched the critical point. Not even the Premier himself has dealt with the critical point we have to decide in this House; and what I call the critical point is this: that we are asked to commit ourselves to a specified amount before deciding on the works to be carried out. We are asked to do more than this; we are asked to commit ourselves to works which the proposed loan will not and cannot possibly cover. All we are told about it, on the part of the leader of the Government is, that the Government estimate that the aggregate cost of these works will amount to the sum mentioned, £1,366,000. That is not a sufficient security for us. We feel that we ought to have something more than this to go upon. If satisfied that all the works mentioned in the Governor's Speech could be carried out for the amounts set against them—I speak for myself, and I believe for

all the members on this side of the House—we would all unanimously support the Government policy, and some of us would go further, and ask the Government to increase the amount, and increase it purely for colonisation purposes. This is one of the most important subjects which could possibly be brought before the colony and before Parliament at the present time, this question of colonisation, which is not even touched upon in the Governor's Speech. We are asked, without making the slightest provision for the introduction of a permanent class of colonists, without making any provision for permanently settling an increased population on the land, an increased body of taxpayers, — we are asked to double the public debt of the colony, and to add a burden upon us which may effectually prevent us from further borrowing in the future those sums which we ought to be in a position to borrow for colonisation purposes. Some members do not seem to agree with this idea of colonisation; yet, I would ask them to look at Queensland and see whether it was not her colonisation policy when she first got Responsible Government that led her into the position she now occupies. [Mr. SCOTT: What is immigration, but colonisation?] The hon. member asks what is immigration? We are told that the expenditure which is to be brought about if we carry out this public works policy will induce an influx of population. That is perfectly true. It will induce what my hon. friend calls immigration; it will undoubtedly bring to us a floating population, for those words uttered nineteen centuries ago are as true now as they were then—"Where the carcase is there also will the eagles be gathered together." So sure as we lay the golden bait for them, and so long as the golden syrup lasts, these people will undoubtedly be attracted to our shores and will remain with us. So long as we have the nuts to place before them they will crack them. But, as soon as the golden syrup is exhausted, and the last nut is cracked, they will spread their wings and fly away, and leave us nothing to show that they have been with us. What permanent benefit shall we derive from a floating population brought about by that sort of immigration? That is not colonisation. What

real advantage will this colony ever derive from any increase to its population unless it is a permanent population, settled on the soil? We cannot count upon a floating population, that is here today and gone tomorrow, to help us in sharing the extra burden of taxation which this new loan will cast upon us. We know very well that we do not now produce sufficient food supplies even for our present population; we have to import largely into this colony to supply the daily wants of our present population. What will be our position when we have an accretion in the shape of a floating population, unless hand in hand with it we undertake some scheme of colonisation and settlement? We shall simply be benefiting the other colonies, from whence we shall have to obtain our food supplies for these people who will come here and remain here only so long as we find the carcase for them. I say, sir, that the policy of the Government should be a policy of settling people on the soil, of developing agriculture, and, in connection with this, and at the same time, to adopt a spirited public works policy, and so attract population who will come and settle amongst us, and cast in their lot with us, and assist us in bearing the burden of taxation. But my main objection to the Ministerial policy is specially directed to this: we are asked to vote the money for these works before we decide upon the works that are to be carried out. [THE PREMIER: Not at all.] The Premier says not at all. [THE PREMIER: A Loan Bill will be brought in.] A Loan Bill will be brought in. But I understand we are to pass that Bill first, and afterwards settle upon the works to be carried out.

THE PREMIER (Hon. J. Forrest): Certainly not; the hon. member does not understand the intention of the Government. The schedule to the Loan Bill will enumerate all the works proposed to be undertaken. Afterwards, as required by the law of the land, there will have to be special Acts brought in dealing with the proposed railways, and describing the route and giving all other particulars, which will have to be settled by Parliament. But the money for each particular work included in the schedule of the Loan Bill will be voted upon that Bill.

MR. DE HAMEL: Precisely. We first pledge ourselves to the schedule, and then we are to be asked to pass a secondary Act and agree to the expenditure of the money we have already sanctioned by the Loan Bill. [The PREMIER: It is the same in the other colonies.] That is the policy with which I am finding fault. I think the House should have an opportunity first to decide upon the works which it desires to have carried out; then having settled upon these works, raise a loan which shall be sufficient to carry them out.

THE PREMIER (Hon. J. Forrest): So you will; the schedule to the Loan Bill will give you that opportunity.

MR. DE HAMEL: I was in hopes that the Government might have been induced to postpone the introduction of this Loan Bill, until they had first brought in a Public Works Bill, showing the works they proposed to carry out, placing against each work the amount they estimated it would cost, and giving the House some information as to how they arrived at that estimate; so that, having settled the works to be undertaken, we might join together, as we ought, and vote the necessary supplies to carry out those works upon which we were all agreed. Of course, the Government having apparently an enormous majority in this House will be quite free to carry out their own ideas, and will persist in doing so. But I do not think they will find that public opinion is with them in the course they propose to pursue. [Several hon. members: Question.] Public opinion will say that the proper and business-like course is to first settle the works you want to carry out, and then provide the funds with which to pay for them. We have heard from the Premier himself that this scheme of public works is a sop to provide something for almost every part of the colony. That is not my idea of a truly Government policy, nor does it seem to me a statesmanlike one. My notion is that we are not sent here to scramble and fight for plums for our own districts, but to work the greatest good we can for the colony at large, irrespective of our own little petty and local interests. That is the view I wish to take. Let us think of the good of our country first. Let local interests and local requirements be questions of purely

secondary consideration. If I saw a public work recommended which would benefit the whole colony and attract population, I would not ask in what district the money was to be expended, whether in the far North, the distant South, or in Perth or Fremantle. Sir, there is one question on which the Premier has touched and on which I desire to say a few words, and that is the question of harbor improvements. I submit that the proposed works to be covered by this loan cannot possibly be carried out for anything like the amount; they cannot be carried out under three times that amount. [The PREMIER: How do you know?] We are asked to include in this loan a certain amount for harbor improvements, and if we go in for harbor improvements they must be expensive to be of any value; and I should prefer to see the Government strike harbor improvements out of the loan altogether, and bring in a Harbor Trust Bill, giving power to every port to receive its own dues and raise its own loans, and effect its own improvements. A Harbor Trust is created in almost every port in all other parts of the civilised world, wherever there is a harbor worth having. Why not adopt the same course here? Reference has been made by the Premier and by other hon. members to the Busselton railway. For myself, I never will speak on a subject which I do not in the least understand. I know nothing of the country to be traversed and opened up by this railway, but I have arranged to see it before the House meets again next week, so that I may then be able to form some idea for myself as to the country that this proposed railway will run through. I am only sorry that other members would not in the same way satisfy themselves before they throw out wild remarks for which they are really hardly responsible. I refer to the remarks of the hon. member for De Grey, who told us with reference to General Booth's scheme of colonisation that if we introduce a scheme like that we should introduce the scum of London, who would be a perfect curse to the colony. I would ask the hon. member whether he has ever been in London, or knows anything about the scheme of which he talks. Knowing the people

and knowing something of that scheme myself, I say we could not get better colonists here than we could get introduced under that scheme of General Booth's. I shall give my utmost support to any well-considered scheme of colonisation, whether by General Booth or any other person, who will carry out a system of colonisation and settlement, not at our expense but the expense of others. One other point. The reduction of the franchise is not mentioned at all in the Governor's Speech, and it has not been referred to to-night in any way by the Premier. But the reduction of the franchise is one of the reforms that are called out for by the people of the colony—at any rate by the people in the South—I know nothing about the people at the North; but from here down South as far as Albany, the one cry, the one determination is to have a reduction of the franchise. [Several hon. members: Question.] I am sorry to say that this question is not even touched upon in the Speech, nor was it even referred to by the leader of the Government this evening. I can only regard this silence as an indication that the Government is opposed to any reduction in the franchise. It is on account of this, and because of the course they have pursued in asking us to pass a Loan Bill before we first settle upon the works to be carried out, that I find myself compelled to take my seat on the Opposition benches.

**THE PREMIER (Hon. J. Forrest):** You arranged all that long ago.

**MR. TRAYLEN:** I shall ask the indulgence of hon. members while I venture to offer a few remarks on His Excellency's speech. I am asking indulgence because I am new to this phase of political life, and not so well versed as I would like to be in political work, or as one ought to be in order to form correct opinions on subjects discussed here. I trust I shall not be misunderstood if I, in a kindly spirit, deprecate some of the epithets employed in the course of this debate. I have listened to such words as "coward," "rotten," and "bust up" (whatever that may mean); and I deprecate the use of such terms, because whatever personal consideration may have led members to accept a seat in this House when conferred on them by their con-

stituencies, I do think we all come here inspired with one common feeling of patriotism, and that it is unjust and unfair to each other to assume anything to the contrary. I think we should give each other credit for being honest in our expressions, honest in the convictions of our minds, and that being thus honest we ought not to be reproached (so to speak) for expressing ourselves either for or against any particular line of policy. We all start for one common goal of national prosperity, and I am firmly persuaded all here desire to start by the use of the same means—a loan for the carrying out of public works. Let me compliment the newly formed Ministry on one phase or one feature of the Speech delivered by His Excellency the Governor, as indicating the Ministerial policy. It has been called, and not altogether wrongly, a "sop" policy; but I do not think the word was intended to be used in any disrespectful sense; at any rate, I do not use it in a disrespectful sense, because to my mind this was exactly the kind of policy with which the Ministry should come before this House, as indicating that they recognise the fact that there are persons living in this colony outside the towns of Perth and Fremantle, or York, or Yilgarn. The distribution of the loan is so made as to give a considerable degree of satisfaction to nearly every constituency, except possibly that one which I have the honor to represent (Greenough). I see nothing here about that loop line from some part up the line or lower down the line to serve the Front Flats people. The results to be expected from this policy are, I think, rightly particularised in paragraph 10 of His Excellency's Speech, which says:—"My Ministers confidently believe that the policy of public works now recommended to your honorable House will be productive of great benefit to the colony. It will, they are confident, attract population, develop our mineral resources, encourage the settlement of the land, greatly increase facilities of transit, and will be the means of placing the people of the colony in a position to develop its great and varied resources." I am perfectly in accord with that paragraph. But we may attach different definitions and meanings to terms, and I am not able to go all the

way in these expectations that I think the Ministry desire us to go. I believe, Sir, we may lay it down as a kind of postulant—[Mr. CANNING: Postulate.]—thank you: I believe we may lay it down as a kind of postulate that any loan for a reproductive work that will bring such direct and indirect benefits as to secure us from further taxation on account of it, is a justifiable loan. I would like to express myself somewhat plainly with reference to the phrase reproductive work. As I use the term it does not mean a work which out of its own direct earnings shall pay the cost of working and the interest on the amount expended upon it; because I believe there are scarcely any such works in the Australian Colonies. A reproductive work has another phase, that of its indirect benefits; and, if we wait to carry out reproductive works until we are assured that they will at once pay their working expenses and the interest on the capital expended on their construction, we shall have to wait for many years to come. I desire to be particular, myself, in this respect, because I have seen the expression so used that it seemed to me to convey a stronger meaning than I wish to convey to the House when I used these words, reproductive public works. But, sir, having with some degree of care read His Excellency's Speech, and particularly those paragraphs relating to the public works policy of the Government, I am very reluctantly led to the conclusion that the effect of this policy will be extra taxation. I do not propose to say this without advancing some statements in proof. If political economy be not an exact science and therefore we cannot argue upon it and demonstrate its problems with the mathematical accuracy of Euclid, we can, I think, find, or we ought to be able to find, some data to justify the opinions we hold; and I propose to draw these data in the first instance from the history of our own colony. Sir, there is a plain fact before us that it takes the surplus revenue of 46,000 people to pay the interest and sinking fund of one and one-third million of borrowed money. No one can dispute this. It therefore seems a fair deduction that if we double the amount of the loan we shall want almost double the number of population in order to meet the current expenses of

that loan, without increasing taxation per head. I am well aware there are certain items of expenditure that would not in any way be increased if our population were twice as many as now; the Governor's salary is one, and there are other and numerous expenses that would be no greater than now. But apart from this, it seems probable that we shall want the surplus revenue of a population of 80,000 people to meet the expenses of another one and one-third million loan, in addition to our present indebtedness,—that is, if we are to avoid any further taxation. Now the question is, will the population grow to this extent within any reasonable time? Facts negative the supposition. We commenced to borrow, I think, in 1872 or 1874 (I am not certain which). From that date to 1884 we raised one and one-third millions by the year 1889. The Great Southern Railway also raised three-quarters of a million of money which was expended in or for the benefit of the colony. Up to the present date the Midland Railway company have expended many thousands of pounds also in or for the benefit of the colony. Now, sir, what has been the net result in the increase of population with all this expenditure in our midst? Since 1884 our net increase has been 13,000. So that with an expenditure far larger than we are now contemplating the only advance we have made in the number of our population has been 13,000 since 1884, six years ago. I think, sir, I have shown with some approximation to the truth that it will require a population of 80,000 to pay the interest on our loans when we incur the liability now proposed by the Government. Either we must have this increase of population, or we must have resort to additional taxation. With regard to the gain to the population during the years I have referred to, I would remind the House that there was a special immigration scheme to induce people to come to these shores, while this expenditure was going on. Shortly after the cessation of the loan expenditure the population actually decreased in one year by 300 or 400. It is therefore forced upon my mind that this new loan involves fresh taxation. Can we bear fresh taxation? Is this the way to make the colony attractive? I have here some figures relating to the

amount of the revenue and the taxation of this and the other colonies; it is a comparative return, and I should like to be allowed to call the attention of hon. members to it. Our revenue now is about £8 5s. per head of the population, per annum. In South Australia, the revenue per head is £7 15s., so that we raise a higher revenue than our neighbors. Victoria has a revenue equal to £7 per head of her population; New South Wales has a revenue of £8, nearly equal to our own; Queensland has a revenue of £8 10s., while the revenue of New Zealand only amounts to £6 10s. per head. I have now dealt with the revenues. I am sure hon. members will see the force of discriminating between ordinary revenue and the revenue that is raised by taxation; and this is an important consideration in the argument I am now laying before the House. The taxation in Western Australia at the present time is at the rate of one half the revenue, that is, £4 2s. 6d. per head of the population. In South Australia, adopting the same comparison, the taxation is less than one third the revenue per head, that is one third of £7 15s. In Victoria the taxation is one half the revenue, but that revenue is only £7 per head, so that the taxation in that colony is only £3 10s., as against our own £4 2s. 6d. In New South Wales the taxation amounts to a little over one third of the revenue,—which as I have said is £8 per head. The taxation in Queensland is nearly one half the revenue, which approximates with our own colony. In New Zealand, too, it is about one half; but it is one half of £6 10s., and not of £8 5s. It will thus be seen that at the present moment, with our present liabilities, we are taxed more heavily than New Zealand, and quite as heavily as any of the other colonies. Will it be wise for us to engage in a policy that will necessitate still further taxation, when our object should be to attract people to our shores? I think not. Every member here knows the difficulties in which the other colonies are placed at this moment consequent upon their financial liabilities. They scarcely know how to meet their current expenditure. Many of them are in arrear, and have to borrow money to meet what we so far have been able to pay out of current revenue. Sir, the logic of facts is against permanent benefits being

derived from the loan policy of the Government. I have no doubt it would bring immediate prosperity; but what I desire to see is not merely immediate and ephemeral prosperity, but permanent and steady prosperity. I would like to point out that we cannot stop borrowing when we please. That would derange business, and has already led in this colony to numerous cases of bankruptcy. Surely we do not want a repetition of the history of the past two or three years in striking out our policy. In the face of this, I am obliged by my own convictions to oppose the borrowing of so large a sum as £1,336,000. A balance of £45,000 at the end of last year has been mentioned as being almost sufficient to pay the interest on the proposed loan. That would only be for one year, and in addition to the interest there is the sinking fund to be provided for. We are now paying about £63,000 per annum for interest and sinking fund on the money already borrowed. No doubt we could obtain money in the present day cheaper than in the past, and there would be some saving in that respect. I do not wish to use the argument unfairly. Even when it is stated in its naked truth it convinces me that we must have fresh taxation if we are going to borrow so large a sum as this at once. As to the balance of £45,000 at the end of the year, how was that balance obtained? In the first place we commenced the year with a credit balance of £33,000, so that there is a very small sum as the real saving on the year 1890. Nor can we expect to receive year by year such a windfall as £27,000 from the sale of lands. If we are relying upon that, I fear our expectations will not be realised, and that there will be some disappointment. Deduct this £27,000 from the real saving on the year's transactions (£12,000), and we find ourselves in the unhappy position of having a deficit instead of a credit balance. It must not be forgotten that in the coming years we shall have a larger expenditure to meet. There is a charge of £5,000 per annum for the natives to begin with, and there are other charges incidental upon the establishment of Responsible Government which we shall have to provide for. I would put it to members whether the finances of the colony are in such a flourishing state as

to justify us in going hastily into the money market to borrow so large a sum as this? So far I have said nothing as to the loss on the working of many of these schemes of public works. Not one of these railways—I should hope at any rate that the Government are not estimating that they will—not one of these railways will pay their working expenses for years to come. Are we prepared to meet that large amount of interest and sinking fund and also the loss on the working expenses of these new railways? If I were asked to describe the policy of the Government I should describe it as one of burdening the present population for the sake of attracting others to our shores. Surely our first duty is to those who are here, to the hundreds and thousands of settlers who have borne the heat and burden of the day, and who have done so much with their hands and the use of their own brains to make this colony what it is to-day, and who ought not to be further burdened for the sake of attracting others to our shores, many of them with no intention of staying here when their own ends are served. I am sure of this, the Ministry have had a difficult task; I am willing to agree to that, and to offer them my congratulations; at the same time I differ from them in the amount that they desire to borrow. As others have done, I must confess that there are parts of this Speech that are incomprehensible to me. I notice there is to be introduced a Loan Bill with a schedule attached; if that be so, I am not clear what can be done by way of emphasising it by afterwards bringing in any Special Acts. I am not questioning the necessity there exists, conformably with the present law, for bringing in separate Railway Acts; but I would ask members not readily to agree to the whole of this sum, under the impression that they can afterwards deal with it as they like, or that when these separate bills are brought in they can then reject any of the works they have already agreed to in the Loan Bill. One strange argument was used last evening to prove that we were able to borrow largely: it was that of the pastoralist who, finding himself the leaseholder of broad acres, was unable to improve his estate without mortgaging his property to raise money to

improve it. When we put forward analogies, sir, we should take care that they are analogies, or we should indicate in what respect they are not analogous. It is easy for the leaseholder to go and mortgage his interests in his broad acres of good pastoral country but when this colony goes into the money market I do not think we shall find that money lenders will look at the population, they will look at the sum of money that we raise every year, and they may not be eager to lend more than they think we can fairly repay them. Let me in conclusion again express my deep regret that I am not able to go the whole length of the Ministry in their loan policy.

MR. KEANE: As is my usual custom, I am not going to detain the House very long. It appears to me that members have travelled altogether outside the Governor's speech, and gone right on another tack, to discuss the details of the policy of the Ministry and the schedule of the Loan Bill. I take it that the Loan Bill is not now before us, but simply the broad facts of the Ministerial policy, which we can accept or reject. I take it that when the Government introduce their Loan Bill, with its schedule of public works attached, it will be quite time enough for us to criticise the works as they come before us. Members will then see what the Government propose, and the estimate they have framed of the cost of each work; and until we have that before us I do not see myself how we are going to discuss these works in detail this evening. If the total of that Loan Bill amounts to £1,366,000 when it enters this House, probably when it leaves it it won't be more than half that amount. We have known large Loan Bills in the other colonies introduced, but when they came to leave the House they had been cut down by hundreds of thousands. The Ministry in the Governor's speech have given the country what I consider a broad and manly policy. Members who do not choose to accept it can do the other thing. At any rate, this is not the time to discuss these various projects, and I do not see how we are going to discuss them until we have further particulars, which we are promised. I think there is one point that members have not taken into consideration—especially



the hon. member for the Greenough—when he talks about people being taxed. How does he expect the colony to go ahead, how does he expect to see the country developed, without taxation? Are we going to remain as we are for ever? How are we going to undertake public works unless we are prepared to pay for them, and how are we going to get the money to pay for them unless we are prepared to bear a little extra taxation? It strikes me it will come very early when we shall have to tax the land; I don't know how some gentlemen will like that; but it will have to be done for the benefit of the community at large. If we want progress, we must put up with taxation. But whether we should incur extra taxation is another question. If we borrow judiciously and spend the money judiciously upon what I call reproductive works—works that will in course of time be reproductive, I mean, not works that will be reproductive right off the reel; if we wait until we can find works that will begin to pay the moment they are constructed I am afraid we shall have to wait a long time; but so long as we spend our money on works that give promise to become reproductive in course of time, I do not think we need fear that we shall feel the burden of taxation over much. Increase of population will bring us increase of revenue. We have seen it in the other colonies, and why should it not be so here? Are we going to stop at 45,000 people all our days? I hope not. When the colony first began to borrow, what was the population then? About half what it is now. And what has the borrowing of money done? Increased it up to the present number. ["Question"]. If the hon. member who said "question" thinks otherwise, perhaps he will be good enough to correct me. As to the hon. member for York, really I do not like to go over the same ground again, but I must say something about him, and especially about his action in connection with the proposed Busselton Railway. It does appear to me an extraordinary thing for a member who three times in this House brought forward a resolution in favor of that line, and who was teller in the different divisions that took place,—it does seem to me an extraordinary thing that this gentleman should now, when the same

project is brought forward by the Government, actually turn round and oppose it. When a man changes his views like that in such a very short time, I really do not know what he would not do. The hon. member also said that the Mullewa Railway was never heard of until it was mentioned in the Governor's speech, as part of the policy of the Government. Why, sir, I had the honor myself of bringing forward a proposal relating to that line in this House four years ago, and the hon. member was a member of the House at the time. Of course we all knew that at that time the country was not in a position to move in the matter; but I say the country is in a position to move in it now. I should like to ask what portion of the colony does more to add to the revenue of the country than the district which that railway would serve? Gentlemen who know anything about that district will bear me out, that before many years are over our heads it will be one of the most flourishing districts in the colony; and I hope that amongst other works the House will agree to this one. As to the general policy of the Government, of course I do not mean to say that I intend to support them in everything they have got down here in paragraph 8. I do not suppose I shall. At the same time, I think that as they have come before the country with such a liberal and broad policy, I think it is our duty to support them as far as we can, and not for the sake of petty opposition raise quibbles in which there is nothing whatsoever. I have heard it said that this Loan Bill will require to be three or four times the amount proposed if we expect to carry out all these works. I take it I may be allowed to know a little about these things; and I should be pleased to hear from these gentlemen who say that, what their grounds are for saying it. When gentlemen get up in this House and make statements, they ought to be in a position to prove them. For my part I may safely say, although of course not in the secrets of the Government, I believe we shall find, when we come to work out their figures, that they are very near the mark? I will not detain the House any longer. I read in an Adelaide paper the other day some very sound advice to a legislator, and I think it would be a good thing if some hon.

members in this House were to follow it,—at any rate I mean to do so. The advice was this: when a member got up in his place to speak, he ought to try to remember what every member who had spoken before him had said, and that if he found they had said everything there was to be said or everything that he could say, the best thing he could do was to sit down again.

MR. PATERSON said the hon. member for York had, so to speak, challenged the supporters of the Busselton Railway to show why that line should be built. He did not think there would be much difficulty in that, to anyone who knew anything about the country through which the line would go. It was all very well for those who knew little or nothing about the district which this railway would serve to talk about what they did not know, and it certainly was surprising to see the attitude now taken up by the hon. member for York with regard to the line. As for the country, they might begin at the Perth end of the line, and start at the racecourse. Facts and figures would be forthcoming by and bye, but at present he simply wanted to show the hon. member that he was talking about something he knew nothing about. Starting at the Perth racecourse, it was well known that racecourses generally brought a lot of traffic to a railway, and it would be the same with this line. Then they came to the Canning, a very prosperous agricultural district. From there they went to Jarrahdale. He thought it must be acknowledged by any unprejudiced person, even by the hon. member for York himself, that no section that could be built would pay so well as that first section to Jarrahdale.

- The hon. member for York told them that evening that the Jarrahdale settlers could not supply produce even to supply the timber mill at their own doors. He should like to inform the hon. member that it was not a question of producing at all, but a question of carting. Everybody who knew anything about agriculture knew that if you had to cart your produce a long distance in a country like this, over bad roads, almost half the value of your produce went in carting. This was the difficulty with the Jarrahdale farmers. The cost of carting was simply prohibitive, and that was the rea-

son why they were so anxious for this line. He could speak from his own experience as to the cost of getting things from Perth or Fremantle to Jarrahdale. He could actually get stuff from England delivered at Fremantle for less than it cost him to get it from Fremantle to Jarrahdale. The cost of sending produce from that district to the Perth market was simply prohibitive, and, while it continued so, it was useless asking the question of how much produce did the farmers send to this market. They simply could not do it, with the present means of communication. If they sent it by sea from Mandurah, the chances were that, if it was perishable produce, it would be destroyed before it had an opportunity of being sent from Mandurah, owing to the difficulties of crossing the bar, to say nothing of the long distance to cart it. The same difficulties were felt by the Pinjarrah people. These were the reasons why the people of the Murray district did not produce more. It was not because the land was no good, but because of the serious difficulties in the way of getting their stuff to market. The district was splendidly adapted for the production of every kind of fruit. That was the reason why he had asked for a bonus for canned fruit at the last session of Council, and he thought the result had justified the faith he always had in the district as a fruit-producing country. He had always maintained that the Southern districts were more fitted for growing such perishable articles as fruit than anything else, though at the same time it could show some excellent agricultural land. The hon. member for York said the proper way to send produce from these districts to Fremantle was by steamer, and not by rail. It was nonsense to say that, so far as the Murray district was concerned. Their only port was Mandurah, and everybody knew there was no chance of any steamer putting in there, while the present bar stood in the way. Therefore the hon. member's argument did not apply at all to that district. He thought it would be in the interests of the people of Perth and Fremantle, as much as in the interests of the Southern districts, to have this line constructed. Everybody knew that the cost of living in Perth at the present time was dearer than in any other city in

Australia. Especially was this the case with regard to fruit. Oranges, which you could get for 2s. a box in the other colonies, you could not get here under 2s. a dozen; and the same with other fruit. Why was this? Simply because of the difficulty of getting fruit and other perishable articles to market. If in the other colonies it paid the growers to send fruit into the market at 2s. a box, surely it would pay the growers here to do the same. He had yet to learn that this colony was not as good a fruit-producing country as any of the other colonies. But it was not for fruit alone that they wanted this railway. There was some splendid agricultural land which it would open up and bring into use. The hon. member for York did not seem to know that this line would open up such fine country as Murradong and the Williams, for instance. As had been pointed out already, there was a time when that hon. member thought a great deal of this line, or, at any rate, said he did; but, for some reason or other—it was not for him to say why—the hon. member had turned his coat. The Yilgarn railway had his hearty support at one time, but the hon. member now seems very lukewarm about it. That was the sort of gentleman they had to deal with on the Opposition bench. It must be twelve years ago since he opposed the hon. member as a candidate for the Murray District, and he could then see plainly that he was a man they could not depend upon. He had watched his public career since, and had seen no reason to change his opinion about him. As to the Mullewa railway, the hon. member did support that line, and it would be interesting to know why he did so. He did not like to attribute motives, but it had struck him that the hon. member was kindly disposed towards that line on account of one of his supporters. The hon. member stated that the Avon Valley was the best agricultural land in the colony; if it was, they had their railway to that district, and when that railway was first mooted, he did not think the Southern people objected very much; they anticipated, some day, having a railway of their own. That day had been a long time coming, but he hoped it would not be far distant now. The Avon district was no doubt a good agricultural district; but he would ask,

what could be produced in that district like in the Southern districts? The Avon district was a purely cereal growing district. There might be odd spots where fruit and other produce could be cultivated, but, speaking generally, it was an agricultural district and nothing more. On the other hand, let them look at the Southern districts, with their running streams and their beautiful climate. For many purposes, such as growing fruit and vegetables, one acre in those districts was worth twenty or a hundred acres in the Eastern districts. It was rather a strange thing, if these Eastern districts were the finest agricultural districts in the colony, that the cry for State aid to farmers had first emanated from those districts. The hon. member for Northam, when addressing his constituents the other day, laid great stress upon this hobby of his—State aid to the farmer. The hon. member for York told them that the Avon Valley was the best agricultural land in the colony, and, another member, the hon. member for Northam told them that what their farmers wanted was State aid,—State aid for farmers who had the best land in the colony, and a railway at their very doors! He would tell the hon. member this: the farmers of the Southern Districts did not want State aid. All they wanted was railway communication. They would then help themselves, without any help from the State. He should like to refer to paragraph 12 of the Governor's Speech, which told them that the Government proposed to make some radical changes in the Works and Railways Departments, and the paragraph added: "It is hoped that any officers displaced by these arrangements will be duly provided for elsewhere." That was right enough. But he hoped that no sentiment would be allowed to come in, in making provision for some of these officers. The paragraph said: "You will be asked to vote an adequate sum to enable the Government to secure the services of an Engineer-in-Chief of recognised standing and ability, as also of an officer of experience to manage the railways of the colony on a commercial and economical basis." The inference from that was that their railways were not now managed on a "commercial and economical basis." Therefore, he said he hoped there would be no senti-

ment shown by the Government in this matter. He thought no one could deny that a tremendous amount of money had been frittered away on our railways in the past, and that it was high time we had a change. A great deal had been said as to the Government having underestimated the cost of the works they proposed to carry out. Surely this schedule had not been put forward without due consideration as to the probable cost. He had heard it said—and he believed there was some degree of truth in it—that there was an offer to construct these two lines, the Busselton railway and the Yilgarn railway, right through for something over £2,000 per mile. If that was correct, he should like to know what had become of all the money that had been spent in constructing our other railways? There must have been some serious mismanagement—he did not say incompetency—somewhere. It was evident that we must have had at the head of affairs men who, whatever their other qualifications might be, did not understand the working of railways in a country like this. Therefore, he said he hoped there would be no sentiment in dealing with these officers who were going to be displaced. We could not afford to deal in sentiment. Something had been said about increased taxation; if we decided on going to go in for sentiment, and to find billets for a lot of people we did not really want, we should certainly require extra taxation. He did not mean to say that all our Government officers were over paid; many of them were under paid, he believed. But there should be fewer of them, and we could then afford to pay them better.

MR. A. FORREST said, before speaking to the Address itself, he should like to congratulate the House, and the colony generally, on the inauguration of Responsible Government. He thought they must all feel proud—especially those who had worked hard for the last three or four years to bring about this change—to find that their efforts had at last been successful, and that they were now on a par with the other colonies. He felt certain they would all, now that they had the change, work together for the benefit of the whole colony, and that they would not see introduced in that

House what he would call factious opposition. They had now at the head of affairs a responsible Ministry; and he could say, himself, from an intimate knowledge of these gentlemen all his life, that they deserved the confidence of the country. He hoped hon. members would avoid all factious opposition, and would give the Ministry a fair chance at any rate, before seeking to turn them out of office. Members might cavil at their programme; but if they objected to the policy of the present Ministry they would have to look round and see what other Ministry they could put in their place. At the present juncture of affairs it was absolutely necessary that we should all go to work with one will, and see what we could do for the colony. A dissolution just now would be a disastrous thing. The colony had been at a standstill long enough, and we could not afford to turn out the Ministry and plunge the country into a dissolution at the present moment. It would be simply ruinous to the best interests of the country. Therefore, he hoped members would agree to pull together, now that we had got the management of our own affairs. The programme of the Government was a liberal one and a bold one, and he thought it was entitled to receive a fair and reasonable support. A great deal had been said with reference to this Bayswater and Busselton Railway. He thought he could fearlessly say that he knew a little about the country between here and Busselton. He had been in the House some four years, and he had advocated this railway on three separate occasions, and always voted for it, and intended to vote for it again. The hon. member for York, who used to be a strong supporter of this line, told them he had grown wiser as he got up in years and that he could not support this railway now. He (Mr. Forrest) also had grown in years since he first advocated this work, but he did not think he had grown less wise, and he meant to support it still. He hoped hon. members would not think he had lost his senses because he was going to support this line, as he always had done. The hon. member might have grown wiser as he grew older, but he did not seem to grow more consistent. He had great faith in this railway himself, and he intended to

support the Government in it, and, when the time came, he hoped to induce other members to do the same, because he believed the building of this railway between Perth and Busselton would be one of the best works ever undertaken by this country. He did not say this without having facts and figures to prove it, when the Loan Bill came before them. He would only say this now: that one-fifth or one-sixth of the whole population of the colony lived along this railway route. He thought when he said that, he said a great deal. These people were entitled to some consideration. Whether people lived at the North or at the South, they contributed their fair share of taxes through the Customs, and they were entitled to a fair share of the expenditure. This railway project had been before that House for four years, and the last time it was brought forward a private firm offered to build the line, and the House was unanimous on the subject. But the Government of the day were opposed to it. Every other member of the old Council voted for it, and as there were 18 of those members out of 30 in the present House, he hoped those hon. members would be true to their colors; if they were, then they would get this railway to the South. He might say that he had little or no interest himself in Bunbury, but he thought it was only right and proper that these people should have a railway. They had been waiting for it for many years, and it was time they should have what had been promised them. They were an industrious race these people who lived down South, and they deserved a little encouragement. He hoped this would be the first work which the Government would bring forward, and that they would stand or fall by it, and let those who put them out stand the brunt of facing the country. He would not mind betting his all that not one of those who opposed it would see the inside of that House again. The Government had come forward with a very progressive policy; they proposed to borrow no less a sum than £1,366,000. Would it be said that the colony did not want this expenditure on public works? During the last two years there had not been a sixpence of loan money spent in the colony on public works, and the country had been

at a complete standstill, looking forward for this change of Government, hoping it would put an end to the stagnation of the last few years. The late Government would do nothing, and everybody had been looking forward for the time when the country would go into the money market, and start some public works, and see if we could not make some little progress. Every member who came before a constituency promised to support a Loan Bill; and he would ask anyone, either in the House or outside it, whether the public works mentioned in the Governor's Speech were not necessary works. He would ask any member to point out any other work outside these works which the colony stood in more need of. He thought he knew as much about this colony as any man that stood in it, and he would say this: no one could say that there was any work of pressing necessity—unless it be some minor work that could be dealt with without reference to that House—which was not included in the schedule. He did not at present feel called upon to support the schedule as a whole; but he should be prepared, when the right time came, to give his general support to the Government, if he found they could produce sufficient evidence to warrant it. As to the Mullewa railway, the only question to his mind was as to the starting point, whether from a point on the Midland Railway or from Geraldton. If this point could be satisfactorily settled in his opinion, he should support this Mullewa railway, because he believed it was a good line. It would open up the best pastoral district in the colony, and be the means of giving a great stimulus to pastoral pursuits. In a few years he believed that instead of having 5000 bales of wool to send down, they would have 50,000 bales. At the present time the heavy cost of the carriage of wire and other materials for fencing and improvements on a station made wool growing almost prohibitive. This railway would do away with that, and enable the settlers to improve their stations, so that in a few years we should find runs that only carried one sheep now carrying ten; and he hoped to see this railway some day extended to Roebourne. If our northern goldfields turned out as was expected, we should find the Government would be

compelled to extend this line farther North. He admired the policy of the Government in doing all they thought necessary for the country districts; he was sure they would have received very little support from country members if they had not given them those necessary works which their districts absolutely required, and especially those improvements along the coast. He was also pleased to find that the Government intended to place a new wire on the telegraph line between Derby and Wyndham. He moved in that matter in that House on a former occasion, and stated publicly that the wire being used in its construction was useless, and that it would have to come down; but he was not listened to. It had since been proved that he was right. The Government now proposed to have it re-wired, otherwise the whole thing could not be worked. He believed that up to now only about six messages had been sent over this line, owing to interruptions; and he was pleased to find that the Government intended doing this much for the district,—a district that in the near future would grow more sheep than all the other districts of Western Australia put together. He had been rather amused with one part of the speech of the hon. member for York. For the last seven years that he had known the hon. member he had this one particular hobby of settling people on the land, as he called it. Settling people on the land was a good thing if you could get the right class of people to settle on it. But the hon. member could never get up in that House or anywhere else without trotting out this hobby of his about settling people on the land. The hon. member should try the experiment himself. They all knew the hon. member had never interested himself in either pastoral or agricultural pursuits, he had never put sixpence into a farm or a sheep station; because he knew it was not all gold that glittered, and that the owners of sheep stations and those who settled on the land were not millionaires. The hon. member preferred to put his money in something else rather than show he had any faith himself in the settlement of the land. Why did he not show his faith in the country by doing a little settlement on his own account? The hon. member twitted the Government rather unfairly last night about

their public works policy. The hon. member had posed in that House as the leader of the elected members, and he had told his constituents what he intended to do in the way of public works. When he spoke at York he told them he would have a railway built to Yilgarn, but last night when the same thing was proposed by the Government he was not in favor of it. At any rate, he so colored it up that it was difficult to know exactly whether he was in favor of it or not. When he was standing for the Vasse, if his memory served him—though the hon. member now said not—but if his memory served him he was almost sure that the hon. member must have promised the Vasse people to support the Busselton railway. They knew he had more than once brought it forward and advocated it in that House. From what he (Mr. Forrest) knew of the Vasse people, they were not likely to support a candidate who was opposed to their own interests. Several members in the course of this debate had expressed their regret because there had been no mention in the Governor's speech about a change in the constitution as regards property qualification and the franchise. He did not regret that himself. He would stand there, if he stood there alone, as the representative of a Northern constituency who did not want an amendment of the Constitution Act,—he would stand there, if he stood alone, and would oppose any such amendment. He had no hesitation in saying that the people North of here, bar Geraldton, were opposed to an alteration of the Act, and more especially as regards the franchise. He would not be against an alteration in the property qualification of members, but he did not think much of it; and certainly so long as he represented a Northern constituency he should not vote for manhood suffrage. He might say in conclusion that he was very pleased to see His Honor the Speaker occupying the Chair again, for he believed he was the very best man we could have had at the present turn of affairs to preside over the business of that House. He also congratulated the Government on their strength, and he hoped a large majority of members would support them in their loan policy. He meant himself to do all he could to help them when the schedule came before the House.

MR. R. F. SHOLL said that as every member in the House seemed to feel it his duty to speak on the present occasion, he felt it incumbent upon him too to make a few remarks. Before touching upon the speech of His Excellency the Governor he should like to congratulate the members of the Government on the very important and honorable position which they had been called upon to fill; he could assure them he had every confidence in their integrity and their ability to carry on the Government of the colony. At the same time it was not of course likely that they could all agree in everything that the Government put forward; it was not to be expected that all the details of their policy would meet with general approval. He took exception to the schedule of works foreshadowed in the Governor's speech as regards some of the works. In the 7th paragraph of the speech the Governor said: "My Ministers are keenly alive to the importance of a vigorous though prudent policy." No one, he thought, could gainsay that their policy was a "vigorous" policy, but he thought there were many members who would not agree that it was a "prudent" policy. He might say before he went any further, that he thought the hon. member for York ought to feel very much flattered at the amount of attention he had received not only from the Government but from members on all sides; he had been a target for almost every member who had addressed the House, and the hon. member must feel that there must have been a great deal in his speech the other evening to have made it the subject of so much attention. He had listened to most of the speeches, but he did not think that the arguments of the hon. member for York had been in any way approached by any member who had attacked him. The hon. member had been misquoted, his actions had been misconstrued, and (as he had said before) he thought the hon. member was to be congratulated on the very effective speech he delivered, for he must have made some very telling hits to have brought all the powers of the Government to bear upon him as they had. The Ministry came down to the House with a loan policy of £1,366,000. He thought everyone would agree that it was necessary that we should have a

loan for public works at the present juncture and at as early a date as possible. But unfortunately—no doubt it was on account of the short time which Ministers had had at their disposal in collecting information—they had come forward without supplying the House with any particulars as to their scheme. No doubt this information would be supplied later on. The first work mentioned in their schedule was a railway from Bayswater to Busselton. With regard to that particular work, he must say that unless some very clear information was put before him to satisfy him it was a desirable work and was not likely to cause a serious loss to the colony, he could not support this proposal, in its entirety. He did not know whether hon. members had read the report of the Agricultural Commission, and the evidence they took down in that district. If they had not, they would find some curious evidence from some of the settlers of the district, which went to show that even the residents of the place did not think this railway was likely to be a good thing for the Colony. He was looking over the evidence that day, and he should just like to quote some of it for the information of the House. One gentleman, now a member of that House, was asked this question: "What are the capabilities of the district for butter-producing?" His answer was: "There is not a large quantity produced—not more, I should say, than 4 or 5 tons annually. There are not many places about here where they can produce it: Mr. Gale's and Cattle Chosen, and my own place, and Mr. Layman's, and Mr. Reynolds'—that's about the extent of the butter-producing area." Another question put to him was this: "Do you think the increased production not only of dairy but other produce would justify the construction of a railway?" His answer was: "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'm 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." Then he was asked another question: "You don't think, at any rate, there would be a largely increased production, if a railway

were made between here and Perth?" His answer was: "I really don't see that there would. Nearly all the dairy land is now in the hands of private individuals." Then comes another question: "Dairy produce is not everything; there's potatoes, for instance, and cattle, and other marketable products?" To which he replied: "We 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, though not so quickly. As to potatoes, I do not think the cultivation of potatoes could be very largely increased. I think the production of potatoes ruinous to many of our farmers; they put every ounce of manure on their potato crop, to the detriment of their other land. Under any circumstances, potato growing is a very hazardous business. No doubt there is plenty of swamp land, but the cost of clearing would be something tremendous, and there's the additional difficulty of getting men to do it." The next part of the answer was the cream of the lot: "As for increased settlement, I don't think there is much room for it in this district: I don't know where they would go, so far as I have seen of the country. Of course I am referring to unoccupied Crown land, and not to land in the hands of private individuals. There is some splendid land in the Wellington district up to Bunbury, but this side of Quindalup is very different country—low swamps." Then the question was asked him: "Would you undertake to send up 100 fowls a month at 1s. a piece?" He replied: "I would not; the difficulty we have here is there is no one who will undertake to ship them for you." This was the district where it was proposed to take this railway. Another question he was asked was: "Have you had any experience in the way of horse-breeding on your estate." The answer was: "I have tried to breed draught stock, but of late years there is no one to buy. We are all sellers. We are like so many sharks, all ready to live on one another. You cannot sell anything unless you send it away, and it's a question whether the expense would repay you." The last question he was asked was: "To what cause or causes do you attribute the apparently dejected state

of agriculture—as regards wheat and cereal cultivation—in this district?" His answer was: "I think the main cause of agriculture being, so to say, non-existent in this part of the district is there being so little land fit for it." That was the district the proposed railway was going to serve. [Mr. RICHARDSON: That is only the evidence of one man; read some of the other evidence.] The hon. member said it was only the evidence of one man. He would read from the evidence of another witness, Mr. Guerrier, a very old settler. [Mr. RICHARDSON: He is too old; read the evidence of Mr. Gale.] He is too young. Mr. Guerrier was asked this question: "What do you think of the capabilities of the district for dairying?" The answer was: "The district has almost given up its mind to dairying instead of cultivation, but the yield is nothing like what it used to be. Forty years ago I have known 3,900 lbs. of butter got from 36 cows during the season. Somehow or other the district seems to have deteriorated in that respect. Taken altogether there is too much scrub." In answer to another question the same witness said: "When I came here forty years ago, there was plenty of wheat grown, and sold at 3s. 6d. a bushel; now you cannot get a bushel of wheat grown in the district, hardly, at any price." He was also asked as to this very railway: "As to the proposed railway, you think there is no encouragement to run it into this district?" His reply was: "I should be very sorry to give any false evidence, for the sake of getting a railway into the district; but if it was coming out of my own pocket I should say let it stand. I should be very sorry to have any shares in it." That was the opinion of some of the leading farmers of the district to which it was proposed to build this railway. In the face of evidence like that, how could he support this line? This same witness was also asked this question: "You are a practical man, what do you think is the smallest area of land, such as is now open for selection, upon which a farmer could make a decent living by farming?" His answer was this: "I don't know of a place where a new-comer could get, on which to attempt to get a living. I am not aware that



there is any land about here open for selection upon which a man could earn a livelihood." There was another witness who was formerly a member of this House, Mr. Layman. He was asked this question: "Can you assign any reason why you abandoned wheat growing?" The answer was: "I can import flour cheaper than I can grow it; it was merely a matter of pounds, shillings, and pence." Yet this was the district to which they were asked now to have a railway built! There was a good deal more of the same kind of evidence, and in the face of what he had read to the House he thought members would excuse him if he said he could not support this railway. He did not consider he should be doing his duty to the colony if he supported a proposal to build a railway to a district where the people who lived in the district gave such evidence as that. Possibly the information which the Government might be in a position to place before them might induce him to support a portion of this line. If he opposed the Government in this matter or any other work it would not be out of any factious opposition. What he should endeavor to do would be to do what he considered would be in the best interests of the Colony. It had been said that the great object we ought to have in view was the development of agriculture. When they came to bear in mind the railways already built for the same purpose, by the Government and also the Great Southern Railway, and again the Midland Railway, all built for the development of agriculture, and the millions of acres of land already available for that purpose, he thought we had better wait and see what the effect of these railways would be upon agricultural settlement before attempting any more railways for the same object. He thought that before we did any more in the way of stimulating agriculture we ought to do something to provide a consuming population; and he thought the best way of doing that would be to develop our mineral resources. If the Government were satisfied that the Eastern goldfields were a permanency, and that the prospects of the fields were such as to warrant them in building a railway to them, he thought that would be one of the most important works that should be carried out, and that at the

very earliest date. Such a line would be in the interests of the pastoralists, agriculturists, and the whole community. Nothing would tend more to attract people into the colony than the development of our mineral resources. If we had a large consuming population, he should then be glad to do everything he could to develop agricultural settlement and the cultivation of the soil; but with a limited number of consumers he thought it would be unwise to go too far in this direction. With regard to harbor works at Fremantle, he thought it was nearly time something was done in that direction. It was a question to his mind of how much we could afford to spend at the present time. We had an enormous territory and a very sparse population. With our present population, after raising this loan, it would take one-third of our present revenue to pay the interest on our public debt. He quite acknowledged that our population was likely to increase, and that the burden would be correspondingly lightened; still we would be very considerably taxed. So far as taxation was concerned, we were already taxed through the Customs pretty well as high as we could bear. If people found they could not live here as cheaply as they could elsewhere, they would not settle amongst us; that was very certain. There were other works included in the schedule before them which would have to be carefully considered. He thought the interests of the North would have to be taken into consideration; the people of the Northern districts suffered great inconvenience from the absence of facilities to get their produce shipped; and he was very glad to find that the Government proposed to have a dredge for the purpose of improving these shipping places. He thought that would be one of the most useful works that could be undertaken, not only in these Southern parts but all along the coast. He only hoped that when the Government brought forward their Bill they would be able to satisfy the House as to these works being likely to be reproductive; at any rate, he thought the House would want a great deal of information with regard to some of them before they would be justified in sanctioning them. He rather regretted that paragraph 12 had not been

omitted from the Speech. Having said that, he did not propose to read the paragraph.

MR. QUINLAN said that while he must confess that he had been somewhat surprised at the magnitude of the policy set forth by the Government, he thought it would be acceptable to the public in general. He could not without further information give it his entire support, in respect to many of the items mentioned as part of the Ministerial policy; at the same time he must say he considered it on the whole a good one and certainly a progressive one, and one that members should, so far as they could, assist the Government in carrying out. He regretted that no mention was made in the Speech of any proposed amendment of the Constitution, by the abolition of the property qualification of the members of that House, and the extension of the franchise. Of course these were questions that would have to come forward in due course, and he should then be prepared to express his opinion upon them. In his own humble opinion, legislation could do much in this direction to add to the contentment of the people as regards their new Constitution, and for that reason he was sorry that no reference was made to the subject in the Governor's Speech. With this notable exception he thought he could give the Ministerial policy or programme his unqualified support, provided he was satisfied with the information which they were promised when the Loan Bill came before them. On this, his first occasion of addressing the House, he did not intend to trespass at any length upon the time of the House. He was not a man of many words. When each item came before them in the Loan Bill he should not fail in giving his vote for what he conceived to be in the best interests of the colony. Some hon. members seemed to think that the amount which the Government proposed to borrow was not enough; others thought it was too much. To his mind it was about what he had expected, if the Ministry were going to carry out a liberal policy of public works. He thought the amount should not be less, at any rate. He was agreeably surprised to find them coming forward with such a bold and vigorous policy.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said he found himself rising to address the House at a rather late stage in the debate, and, necessarily at this late stage, the ground having been well traversed by those who preceded him, he would have less to say than he would have had under ordinary circumstances. A great deal had been said, in the first place, by one gentleman on the opposite side of the House, who, while disclaiming the position attributed to him as leader of the Opposition, seemed at any rate to arrogate to himself the role and the attributes of that leadership,—a great deal had been said by that hon. member and by other members on the same side of the House and also on this side of the House, as to the surprise created in their minds by what they were pleased to term the bold and vigorous policy of the Government. He should like to read a few words from the 3rd paragraph of His Excellency's Speech, in which His Excellency complimented them upon the great change that His Excellency anticipated, and the many benefits which he believed the colony would derive from the adoption of the present form of Government. As His Excellency remarked, "all hearts in the old country are in sympathy with you at this important moment," and not only in the old country but also in the other colonies. He would read His Excellency's own words: "The Queen herself," His Excellency said, "has been graciously pleased to express the warmest interest in your welfare; her Ministers wish you well; politicians watch with interest the extension of Parliamentary Government to the last of the Australian provinces which can ever receive it; numbers of intending settlers, attracted by recent discussions and events, are probably at this moment turning their attention to your shores; and last, but not least, we have the sympathy and good-will of the neighboring Eastern Colonies, whose support and assistance were so valuable to us in connection with the recent change, and who see in that change, as we do ourselves, a further step towards the ultimate federation of Australasia." With the eyes of the world so to speak turned upon us, was this the time to adopt a timid and halting policy? Did these

people who were taking such a lively interest in the colony at the present juncture in its history simply do so as a matter of sentiment; or were they not looking in this direction to see what progress we were likely to make now that a free constitution had been granted to us? Did they expect that the colony would simply jog along in the old way it did under another form of Government, or did they not rather look to us to strike out a fresh path for ourselves and make a bold effort to place the colony on the high road to progress and prosperity? Was not this the time to adopt a bold and vigorous policy, when the eyes of the mother country and of our sister colonies were upon us? Were we to show less faith in the colony than those outside the colony did? Were we to show the world that after all our striving for self-government, we had no great faith in the heritage that had been committed to our charge? It never had been his intention, having once joined the ranks of the advocates of this change of Government—it had never been his intention to hesitate or to halt, once the new Constitution became an accomplished fact, but rather to endeavor, if he had a share in administering the affairs of the country, or if he sat on the Opposition benches,—it had never been his intention to hesitate, but to advocate a bold and vigorous policy. He was therefore rather pleased than otherwise to hear the policy which the Ministry had put forward, characterised, as it had been, as a bold, a liberal, and a progressive policy. It was the policy which he had always had in view himself, believing as he did that it was the policy which a young colony like this—with its great resources at its back—required to send it along on the path of prosperity. He congratulated his hon. colleague, the Premier, on the fact of his being selected leader of the first Government that was about to make the first attempt in the history of the colony to advance it towards the goal of prosperity, and to show those who had their eyes upon us that we at any rate had no doubt as to the future of Western Australia. As had been pointed out by his hon. colleague, it had not been the intention of the Government, at this stage of the session, to have entered into the details of their policy. The Address in

Reply had been so worded as to give no rise for any discussion of details; but certain tactics having been resorted to, it had resulted in a long debate, and in some rather bitter attacks upon the Government. He could not help thinking that it would have been far wiser if the discussion upon the policy of the Government had been left until such time as the Loan Bill was before the House, and the House placed in possession of further information. He felt sure that the hon. member who had commenced this policy of attacking the Government at this stage, now regretted the course he had adopted, and, possibly, before the conclusion of this debate, he would have greater cause for regret. He noticed that the hon. member, as usual, having fired his own shot, had cleared out, so as to be out of range of the shots of his opponents. This was only characteristic of the hon. member. He only wished the hon. member had remained in his place, and listened to the few words he had to say. He hardly supposed the hon. member was in earnest in much that he had said against the Government; the hon. member was rather too fond of his joke, when serious action would be more becoming. When a man adopted the role of a leading politician and aspired to the name of a statesman, he thought such a man ought to show at any rate that he had some statesmanlike qualities, and not give one the idea that he was acting the role of the "funny man" of a circus, rather than that of a leading politician, who hoped some day to have a seat on the Treasury bench. Why the hon. member should have attacked the public works policy of the Government, after his own speeches to his constituents, it would be difficult to understand, unless it was done for the mere sake of disparaging the Government in the eyes of the public. In scarcely one solitary instance could the hon. member find a favorable word for the policy of the Government, a policy which had for its sole object the advancement and welfare of the country. The hon. member was particularly bitter in the manner he attacked the Busselton railway scheme. He had sat as a member of the late Legislature when the hon. member himself had proposed and strongly advocated the same scheme, more than once. The hon. member on

one occasion used all his persuasive powers in favor of the work being given to a certain syndicate or a certain individual, on certain terms put forward by that syndicate or individual. On other occasions he also strongly supported the scheme. To-night the hon. member had endeavored to wriggle out of his position by saying that he had only advocated a section of the line. He would show the House that though the resolution itself, proposed on that occasion by the hon. member, simply referred to the first section of the line, yet the hon. member in the course of his speech in support of that resolution went a great deal further. His words on that occasion were: "Although he had confined himself in his resolution to the first section of the proposed railway, as far as the junction with the Jarrahdale line, he should be very pleased, for his part, if some hon. member were to propose an amendment with the view of inserting a provision that the line should be taken as far as Pinjarrah, which was the proposed terminus of the second section." In the face of those words, he would ask anyone present whether the hon. member did not intend at that time, if the first sections of the line be constructed, that the remaining sections should follow. A period of twelve months elapsed after the hon. member moved this resolution and uttered these words; and the hon. member again came forward with a similar proposal; and no words that he (Mr. Marmion) could use in support of the project could have greater force or be more to the point than the words used by the hon. member on that occasion, when he was looked upon as a leader of public opinion. They were as follows, and they referred to the whole line, and not to one section: "This railway," he said, "would run through a great quantity of land which belonged to Government, which was not alienated from the Crown. It was not like the Eastern Railway, which from Clackline nearly right up to Beverley, ran through land belonging to private individuals. A great deal of the Government land on the route of the proposed railway was admirably adapted for the cultivation of fruit trees and cereals. If they could only induce settlement in this country by small

"landed proprietors, it would prove not only a benefit to the railway, but a blessing to the colony, as they would be able to supply a great deal of the produce which was now imported. On the route of the railway there was, they all knew, one spot called Paradise, from the grand character of its land, its admirable supply of water, and its wonderful productiveness as regards fruits. It was the desire of all members of that House, he was sure, to see the colony progressing by the settlement of its land. Railways"—and he should like particularly to draw the attention of the House to the concluding words of the hon. member—"Railways" (he said), "they knew, induced settlement of the soil, and induced population, and" (he added) "the best line they could make with this end in view was that one now proposed." If the hon. member were present in his seat, if he had not cleared out as usual as soon as he fired his own shot, he would have asked the hon. member whether he recollected the occasion, or recollected the man by whose lips those words were uttered. He would have told the hon. member, if he had forgotten, that they were uttered by a gentleman who at that time was member for Perth, and who was now member for York, and who in that House, last night, had condemned the whole line, and also the land through which the line would run, and who had asked them in pitiful strains not to rake up the past,—to bury the past in oblivion. He did not consider the hon. member was entitled to any pity or any mercy at his hands, nor did he intend to give it him. Then again with regard to the Yilgarn Railway, the hon. member last night beat about the bush a good deal, and used all those sophistries in the use of which gentlemen in his profession are trained, and so well versed. After speaking at York in the strongest terms in support of that line, when he was wooing the suffrages of the electors, they now found the hon. member saying he would want a great deal more information before he could support a railway to Yilgarn. When the hon. member was before his constituents he never said a word about requiring more information or more statistics to convince him as to the

necessity for this line. No; when he wanted the votes of the York electors this line was a line that ought to be undertaken above all others; it would be the grandest thing that could ever happen for York, and they ought to have it at once. He ventured to say that if the hon. member had been sitting on the benches where he (Mr. Marmion) and his colleagues now sat, the hon. member would have been still of the same opinion; he would have been one of the most ardent supporters of this line. With regard to harbor improvements, it had always been one of the hon. member's peculiarities to twit the hon. member for Fremantle, and who sat for Fremantle for many years before the hon. member himself ever had a seat in that House; the hon. member seemed to take a peculiar delight in twitting the hon. member for Fremantle about his views upon harbor improvements. But the hon. member was mistaken; the views he (Mr. Marmion) had put forward were not his own views; they were the views of one of the greatest living marine engineers in the world. He himself had never had the impertinence to put forward his own opinions on a question of this magnitude without having those opinions backed up by some reliable authority. He left it to gentlemen like the hon. member for York to commit impertinences of that kind. Even in this as in other things the hon. member was inconsistent; in this as in other things he had changed his mind. In the year 1884 (as would be seen by referring to *Hansard*, vol. IX), when the schedule to the Loan Bill of that day proposed to appropriate a sum of £105,000 towards harbor works at Fremantle, the hon. member moved an amendment, because (he said) he believed the sum proposed was insufficient, and he moved that the amount be increased to £200,000. Yet, in spite of this admission, the hon. member now had the temerity, the boldness to twit him (Mr. Marmion), who knew all the circumstances connected with this matter from its very initiation; the hon. member had the audacity to twit him that he knew perfectly well, when he voted for this £105,000, that it would be utterly useless, and that it would be money thrown into the sea. Yet this very same gentleman himself

had moved an amendment to increase the amount by £95,000. The hon. member assuming his usual role in that House, had endeavored to poke fun at the opinion of the most eminent marine engineer living. Surely the hon. member must reserve this role of acting the "funny man," for that House alone; he must act with more gravity and seriousness in the pursuit of his own profession, or he would never have become a shining luminary of the law and a Q.C. But the moment he entered that House the hon. member assumed the role of the "funny man" of a circus. For his part, he had been content to be guided as to these harbor works by the opinion of the great man who had been professionally consulted in the matter; he had persistently supported a scheme put forward by such a high authority, and had not changed his mind with every passing wave of public opinion. On the other hand, what did the hon. member for York offer them? The hon. member had no opinion of his own to offer them that was worth anything whatever. The hon. and learned member's opinion might be of some value on points of law, but it was not worth that (a snap of the finger) upon marine engineering. Still the hon. member felt bound to oppose even this item in the Government programme. Acting, not in the capacity of leader of the Opposition—so the hon. member told them—but in some other capacity, it pleased him to find fault with everything the Government had put forward, except one item, which he "damned with faint praise." The hon. member said the Ministry appeared to have taken up the ideas or suggestions of every candidate who had addressed the electors, and had suggested no improvements of their own. He should like to ask the hon. member what would have been *his* programme if he had occupied the position of leader of the Government? It appeared to him, from what the hon. member said last night, it would have been a very meagre programme indeed; if he had a policy to offer at all, there would have been very little in it. It would have been a policy of timidity, a policy of procrastination, a mere phantom, a skeleton policy, a policy of dry bones without shape or vitality. The present Ministry had sought to galvanise those dry bones into life,

they had endeavored to instil some vitality into the political system of the country. He was afraid the hon. member, had he found himself in the position in which his hon. colleague the Premier now found himself, would not have been a success; and he thought the colony was to be congratulated, and the members of that House—those hon. gentlemen who were there representing the people of this country from the far North to the distant South—were to be congratulated upon the fact that, instead of the hon. member for York having been called upon by His Excellency to frame a policy and to guide the destinies of the country, they had a man at the head of the Government who possessed comprehensive ideas of the requirements of the country, and who had the courage to carry out those ideas, for the advancement and prosperity of the colony; a man capable of grasping the situation, bold enough to take action, and imbued with only one idea,—to push the colony ahead as quickly as possible towards that goal of prosperity they had all had in view. At the present juncture in the affairs of this colony, it was far better to be too bold than too timid; far better for the country that there should be at the head of affairs a Minister who had a strong faith in the future of the colony, and who had the courage of his convictions, rather than a man who seemed to possess no opinion of his own, and certainly none of those statesmanlike qualities which we required for such a position. He would ask, in closing his remarks—he had no wish to detain the House any longer, at this late stage of the debate, though he should have liked to have said a great deal more; but his hon. friend, the Premier, had himself spoken so well and dealt so exhaustively with every part of the hon. member's speech—he should like to remark, in conclusion, that while all the eyes of the world were upon us, watching what we were going to do with our opportunity,—if the Ministry had come forward with a weak and timid policy, it would have gone forth that the people who had been praying for assistance from all quarters to secure for them their political freedom so that they might have a free hand in the development of the resources of their country—

that these people, now that they had obtained their freedom, had little or no faith after all, in those resources. He thought it would have produced a disastrous effect if the first Ministry under Responsible Government had come forward with a timid and halting policy, and for that reason he thought the country was to be congratulated that the framing of that policy had not been entrusted to the hon. member for York.

MR. SCOTT said he should not detain the House beyond a few minutes at this late hour. He could only say this: having been a member of the House during the last four years, and representing as he did one of the most important constituencies in the colony, and having been a staunch advocate of the change which it delighted his heart to see brought about,—he could only say, occupying the position he did, that he congratulated Her Majesty's Government in this colony upon having brought forward what to his mind was a most liberal policy. It seemed to him that this debate upon the Address-in-Reply had gone beyond the limits of what he should have thought it should have extended. At the same time, with regard to the policy sketched out in the Speech, it could not be said that it was not a liberal and a bold policy, and a policy which he thought would commend itself to the good sense of the people of the colony. They perfectly well knew that a loan for public works had been over and over again advocated in the interests of the colony at large, as an absolute necessity, if the colony was to go ahead at all. They had put their hand to the plough, and they must not now turn back. The country was crying out for a policy of advancement and of public works, and no doubt any Ministry coming into office at this time must be prepared to listen to that demand. The colony had been languishing for the last three or four years, owing to the want of such a policy. He thought the policy now before them, if judiciously carried out, would do much for the colony. As one of the members representing the people of Perth, he could only say that he heartily congratulated the Government upon the policy which His Excellency's Speech foreshadowed.

MR. PEARSE said that in common with other members he desired to con-

gratulate the Ministry on the broad and comprehensive policy they had put before the House. He did not think this was the time to go into the details of the Loan Bill, because they wanted some further information as to the intentions of the Government. When the schedule of the Loan Bill came before them he should then be prepared to give his views on the various works proposed. In the meantime, he would only say that it seemed to him the Ministry had put forward a policy which would meet with general support. So far as he could see at present, it was a Ministry that would have his unqualified support.

MR. RANDELL said he found it was the wish of the House that the debate should be closed that evening. He could not help thinking, in listening to the speeches that had been made on this Address-in-Reply, that probably they would all have to be made again; and possibly it would have been better if the discussion that had followed upon His Excellency's speech had been deferred until they had the Loan Bill before them, because he was afraid, as he had already said, that members would have to travel over the same ground again. He had no intention himself at this stage to enter into any details as to the public works policy of the Government; but he should like to be permitted, as rather an old member of the Legislature of this colony, to repeat in public what he had often said in private,—he thought the country was to be congratulated upon the Ministry which had been formed for the conduct of its affairs. He had publicly expressed the hope that, when the colony did enter upon a Ministerial form of Government, the country would be blessed with a capable and honest—and he dwelt upon that word honest—Ministry to administer its affairs. He believed, from the knowledge he had of the gentlemen who now occupied that position, that they were honest-minded men; and in his opinion a great deal depended upon their being so, more especially as they had introduced and proposed to carry out a very extensive loan policy. He did not think it would be wise on his part, as he had already said, nor desirable at that late hour of the debate, to go very minutely into the programme placed before them by the Ministry; it

would have been better, he thought, if the debate had not taken the turn it had taken. But, having taken the turn which it had, he felt bound to say that under the circumstances he had been somewhat disappointed in the speech of the Premier. He had hoped to have had some information as to the course which the Ministry intended to follow with regard to their public works policy; but no doubt the hon. gentleman thought it would be better to wait until a more opportune time; and, for his own part, he preferred to wait until they had further information before them as to the intentions of the Government; he could appreciate the difficulties under which they had had to labor. All the circumstances connected with their assembling there at this time were rather unique, and had been surrounded with difficulties from the beginning. Indeed, some of the acts committed, or some part of the procedure adopted, had been questioned in that House, as to its legality; and all through, in fact, we had had very little precedent and very little experience to guide us. These were circumstances that ought to be taken into consideration by members, and they would see the difficulties in which the Ministry had been placed with reference to framing their policy. That they had adopted what had been referred to as a bold policy there was no question. With regard to the other word "prudent," there might be a difference of opinion. But he did not wish at the present moment to go into the matter or to express any decided opinion on that point, further than he wished to mention presently. A number of works had been mentioned as forming the public works programme of the Government, and perhaps he might be pardoned if he just referred to some of them, as other members had done, otherwise he should have deferred his remarks until these items were before them. It was expected by the country that our new Government would have adopted a progressive policy, and he did not know that too much credit was due to them on that ground; they were simply following in the course which, even under another Constitution, the colony had adopted before now. A loan policy had been in everyone's mouth. Every section of the press of the colony

had urged that the first Ministry must of necessity adopt a loan policy. The only question that remained now was, was their policy likely to have the effect of developing the country? There were a good number of works contemplated, and he noticed that one of them was one which he had himself drawn attention to twelve years ago, when he had the honor of representing Perth in the Legislative Council, and that was a lighthouse at Cape Leeuwin. He thought we owed it, perhaps to the world at large, at any rate we owed it to commerce and navigation passing our own doors, that we should do all we could to promote the safety of vessels passing our shores; and it appeared to him that this was a work which was necessary for the safety of navigation. There were other works enumerated which were very desirable, but not one of which, in his opinion, they could characterise as reproductive. Even this lighthouse at Cape Leeuwin, although of intercolonial importance, and a great boon to commerce and shipping, could in no sense be regarded as a reproductive work. The Government seemed to have simply considered the requirements of the various districts of the colony, and to the extent of their powers had endeavored to meet those requirements. As all parts of the colony were contributors to the public revenue, it was felt that they were all entitled to some consideration. He noticed they were promised some improvements in the Eastern Railway and other railways. As to that, he thought there was room for improvement; and he should hope that under the administration of the present Commissioner a marked improvement would take place. He had that confidence in the present Minister of Railways. He had the reputation of being a strong man, and undoubtedly they required a strong man over this department of the public service. As he had already said, there was great room for improvement. Our railways had been costing us a very large amount of money. He believed they could be worked on lines that would at any rate cause them to be a less drain upon the revenue. He had that confidence in himself that he had no hesitation in saying that if he had the working of the Perth and Fremantle line, he could make

it payable. He did not think it his duty to indicate in what direction the necessary reforms should go. The hon. gentleman at the head of the Department would no doubt receive good advice from his own officers and from others interested; and he believed the hon. gentleman was a man who would avail himself of the experience and sound advice of others, and who would endeavor to make himself acquainted to the best of his ability with the best way of working our railways. No doubt the Government had put forward their public works scheme with a full sense of the responsibilities attached to them, and no doubt they had done all they could to satisfy themselves as to the utility and expediency of carrying out these works. But he thought the House would require a good deal of information as to some of these works. Such projects as the Busselton railway and the Yilgarn railway would have to submit to a most searching investigation at the hands of the House before they were agreed to. No one denied the desirability of these works, but what the House wanted to be satisfied about was that they were justified, and that they will help to promote the real prosperity of the colony. He must confess that he had been somewhat surprised to find that all the works enumerated in the 8th clause of the Governor's Speech were to be undertaken concurrently. On reading the 9th clause of the Speech he had thought, and others had thought with him, that the Government had provided for themselves a way of escape, a kind of saving clause, without subjecting themselves hereafter to a charge of having not fulfilled their pledges. But he gathered from the speech of the hon. the Premier that evening that it was the *bonâ fide* intention of the Government to carry out each and every one of these works. He joined issue at once with the policy of the Government on that point. There was present to his mind the disastrous effect of such a policy in the past. The hon. member for York was right when he said that the late House had agreed to the first section of what was then called the Bayswater line, in view of the fact that it was necessary to start some public work to provide employment for the number of men who had been relieved from certain works which had



been completed, and that we had such a depression at the time, consequent upon the cessation of all public works expenditure, as to justify the House in the step it took on that occasion. He thought that would have been a warning to us in the future. He should prefer to see these works extended over a number of years, rather than see any attempt made to carry them all out concurrently, with the result that when the loan money was exhausted there would be an immediate cessation of public works, or we should have to resort to another loan, to avoid a repetition of the distressing state of affairs he had referred to. In his opinion the best policy to pursue would be to undertake one work at a time, and carry it on gradually, so that there might be no sudden cessation of public works, and a large number of men thrown out of employment. It was very certain we could not go into the London money market for some considerable time after we raised this loan; we could not expect such an accretion to the population as would justify us in doing so. We could not take upon ourselves a policy of this kind without increasing taxation, and the cost of living now was very high, partly due to non-production and partly to our Customs duties. He therefore hoped the Government would not in this respect pursue too vigorous or too bold, but a prudent policy. As he had said already, no one denied the desirability of pushing the colony ahead. No one denied the desirability of developing our gold and other mineral resources. He did not see that we can in any way hope to largely increase the population of the colony either by the development of agricultural or the extension of pastoral settlement; nor was there a prospect of our doing so by the establishment of manufacturing industries in our towns. He did not see that we can in any rapid way accelerate the progress of the colony and add to our population unless it be by the development of our mineral resources. At the same time, before we could justify the construction of such a large undertaking as a railway to Yilgarn the House must have a great deal more information than it had before it now. They really—he spoke for himself—were not at present in possession of that information which would enable him to form a judg-

ment on the subject, and it would be unwise for him at this stage either to promise his support or withhold it. He would take this opportunity of saying that although he sat on that side of the House he did not know that there was any desire on the part of any member to act in anything like a spirit of factious opposition to the Government or their policy. He believed it was the desire of members generally, and the wish of the country at large, that the first Ministry under our new Constitution should have every reasonable and proper support in carrying out their programme and policy. He should most cheerfully assist them, so far as he could, and most cheerfully give them his support, so long as he saw that their policy was calculated to promote the best interests of the colony. He thought he might say he was quite free from any prejudices which were likely to affect some members, who had local interests at stake. He looked upon the whole colony as requiring and deserving at his hands a conscientious, a careful, and a liberal consideration of its requirements, without regard to this district or that. He felt sure he might congratulate the country upon having, as its first Ministers under the new Constitution, men who were actuated by the same motives. He thought also he might congratulate the country upon having, as its first Legislative Assembly under the new Constitution—he said it, although one of the members of that Assembly; but, of course, he did not apply the remark to himself—but he did think the colony was to be congratulated upon having secured for its first representatives in the Legislative Assembly, under Responsible Government, a body that would compare favorably with similar bodies in any of the other colonies, and a body which would be found to be equal, if not superior, to any succeeding Assembly in the colony for many, many years to come. He felt sure that, under the guidance of His Honor the present Speaker of the House, who, he was sure, would preside over their deliberations in the future with the same strict impartiality as in the past—he felt sure that their deliberations would be conducted in a spirit of patriotism, with an endeavor to recognise each other's honesty of purpose, and a desire on the

part of each to do that which he considered was best for the country at large.

Mr. PIESSE said it gave him great pleasure to offer his congratulations to the Ministry on the policy they had placed before the country. It had been expected by country people that the first Ministry under Responsible Government would be prepared with a bold and vigorous policy; and he thought no. one could complain on that score as to the policy of the present Ministry. But there were one or two things which he should have liked to have seen included, and especially the question of roads. Roads, in his opinion, were second only in importance to railways, and what he should like to see introduced into the schedule of the Loan Bill would be some provision made for country roads. He need hardly point out that without roads, in country districts, they could not feed the railways; and if the railways were not provided with freight, they could not expect them to become reproductive. Of course, the various items of the Loan Bill would come on for further discussion on another occasion, and he thought that would be the best time for expressing one's opinion respecting them, and at that late hour he was sure the House would not expect any criticism of them from him. He might say that he was not altogether in accord with the details of the Ministerial policy, but, on the whole, he thought it was a very good one; and if facts were brought forward to support the undertaking of these works, he should have great pleasure in supporting them.

Question put—That the Address-in-Reply be adopted.

Agreed to.

The House adjourned at 11:30 p.m.

## Legislative Assembly,

Friday, 23rd January, 1891.

Protection to Parliamentary Printers Bill: first reading  
—Presentation of the Address-in-Reply to His Excellency the Governor—Adjournment.

THE SPEAKER took the chair at 2:30 p.m.

PRAYERS.

### PROTECTION TO PARLIAMENTARY PRINTERS BILL.

Read a first time.

### PRESENTATION OF THE ADDRESS IN REPLY.

At 3 o'clock, p.m., Mr. Speaker, accompanied by members, proceeded to Government House to present the Address-in-Reply, and having returned,

MR. SPEAKER reported that he had waited upon His Excellency the Governor, and had presented to him the Address of the Legislative Assembly agreed to upon the 22nd instant, and that His Excellency had been pleased to make the following reply:—

"MR. SPEAKER AND GENTLEMEN OF  
"THE LEGISLATIVE ASSEMBLY,

"I thank you for your courteous  
"Address in reply to my opening Speech,  
"and am confident that the affairs of  
"the Colony will receive at your hands  
"the most earnest and careful consideration."

"W. C. F. ROBINSON.

"Perth, 23rd January, 1891."

The House adjourned at 3:15 p.m.