

ADJOURNMENT.

The House, at a quarter to six o'clock p.m., adjourned until Thursday, 20th Sept., at 4:30 o'clock p.m.

Legislative Assembly.

Wednesday, 19th September, 1894.

Personal Explanation—Reclamation of River Foreshore at Perth—Dentists Bill: first reading—Loan Bill (£1,500,000): further considered in committee—Carnel Licenses: Message from the Legislative Council—Adjournment.

THE SPEAKER took the chair at 4:30 p.m.

PRAYERS.

PERSONAL EXPLANATION.

MR. MORAN rose to explain that when addressing the House the other evening in regard to the Collie coalfield railway, in speaking of the Opposition he had used the expression "tag-rag and bob-tail." He had heard that several members of the Opposition were rather offended at the expression. [MR. LEAKE: No, no.] He did not intend to use the words offensively, but meant to apply them, as they were usually applied, to an army without any head or cohesion.

RECLAMATION OF RIVER FORESHORE AT PERTH.

MR. JAMES, in accordance with notice, asked the Director of Public Works whether, in view of the near approach of summer, the Director would have the dredge brought to Perth to reclaim the foreshore between the Recreation Ground and William Street Jetty?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that it was the intention of the Government to bring the dredge to Perth

immediately upon the completion of the work on the Canning River upon which she was now engaged.

DENTISTS' REGISTRATION BILL.

Introduced by MR. JAMES, and read a first time.

LOAN BILL (£1,500,000).

IN COMMITTEE.

This Bill was further considered.

Item 7.—"*Harbour Works, Fremantle, £200,000.*"

THE PREMIER (Hon. Sir J. Forrest) did not suppose there would be any objection on the part of members to this item, because he thought it was generally recognised that good work had been done in connection with these harbour improvements, and that it had been done at an economical rate. This question of harbour works at Fremantle was one that had been discussed in that House for years and years, and he was glad that at last—some two years ago now—they were able to make up their minds to commit the country to a definite scheme. He was also glad to say that up to the present time they had no reason to regret the decision which Parliament arrived at. They had every hope—speaking for the Government—that the result would be altogether satisfactory, and that they would be able to make on this Western side of the colony a safe and commodious harbour. The object he had always had in view, and he thought the object the Government had in view, was to make such a safe and commodious harbour at Fremantle as would not only accommodate our own shipping trade, but also accommodate the largest steamers that plied between the old country and Australia. No scheme of harbour works at Fremantle would be satisfactory to him unless the largest ocean-going steamers could come into it in all weathers. Of course even less than that would be a great boon; but that was the object the Government had in view. So far as they had gone already, they had constructed the North mole for a considerable distance, and they were beginning to construct the South mole. That South mole was necessary, in the opinion of their official adviser, the Engineer-in-Chief, in order to protect the dredging necessary to be done at the

mouth of the river, and also to protect the outer harbour. Members would probably like to know how the Government proposed to expend this £200,000. Generally, he might say, they intended to continue upon the plan that was approved by the House, some two years or more ago; but, before the end of the session, he hoped to be able to place upon the table a plan showing exactly how it was proposed to spend this money. His own opinion was that in addition to the inner harbour, with its depth of about 30ft. at its entrance, and which would be able to accommodate the largest steamers that were likely to come to this country for purposes of trade, and also to accommodate—in fine weather at any rate if not in all weathers—the ocean-going mail steamers; his own opinion was that this scheme of harbour works would be incomplete unless they had an outer anchorage affording complete shelter from the North-West and Westerly weather. He saw no reason himself why that could not be added to the original design. He had seen the Engineer-in-Chief with regard to this matter, and at the present moment Mr. O'Connor was considering it, and, before the session closed, he hoped to be able to place before members a report from the Engineer-in-Chief, and also a plan showing exactly how it was proposed to expend this £200,000. Members were no doubt aware that we had a dredge now on the way, the “Fremantle,” and which would be here very shortly, specially designed by Sir John Coode and Son, for dealing with the rocky bar at the entrance of the river. As soon as you got over the rocky bar into the river there was a great depth of sand, and it would be merely a question of pump dredging to remove that sand—a very simple matter, though a work of some magnitude. That would provide an excellent inner harbour. But he had no hesitation in giving it as his own opinion—and he hoped when they got the report of the Engineer-in-Chief that opinion would be supported—that what we wanted was not only a good inner harbour for ordinary shipping and trade purposes, but also some shelter outside for the largest ocean-going mail steamers, when, through stress of weather or other causes, they did not consider it advisable to come in id-

There had been altogether a revolution in his mind and he thought he might speak for almost everybody else in this country as to the cost of building breakwaters. They had always been led to understand, from previous reports, that building a breakwater was a very expensive matter, and almost beyond our means; but they had altogether changed their opinions within the last two or three years, when they found that a breakwater could be constructed at a very cheap rate indeed. He believed that, so far as this particular breakwater had gone already, it had not cost more than about £14 per foot, and, as they proceeded farther into deep water, he did not anticipate that the cost would be more than £20 per foot; so that they would be able to carry out this breakwater another 4,000ft. at a cost of £80,000. That was a matter, he thought, they might fairly congratulate themselves upon, because it brought these works of great magnitude and importance within the means of the colony. Up to the present time the work had been carried on very systematically and very cheaply, and he saw no reason why it should not be carried out with the same economy and success in the future. There was one question which no doubt had occupied the attention of many of them, and caused them some apprehension, and that was the character of the rock or stone that was being used in the work. But, he thought, they must be convinced now, those of them who had inspected the work carefully, that this stone, though of a soft nature, hardened and very much improved by being immersed in water. He had great confidence himself in the power of this stone to resist the action of the sea. It appeared that the longer it was in the water the harder it became; it also became covered with a coating of moss, and the action of the sea did not seem to have any effect upon it, except, as he had said, to harden it. That being so, there was no reason why we should not extend this North mole a considerable distance farther to seaward than was proposed in the original plan; and, if the Engineer-in-Chief should be able to advise that it can be given a turn or twist Southward, we should then have a magnificent outer harbour, protected from the Northerly and Westerly winds, and where ocean-going steamers could anchor in safety.

As they all knew, the approach to Fremantle was an excellent one. With the aid of the Fremantle and Rottnest light-houses there was not the slightest difficulty in approaching the harbour in any weather, so far as he could judge; and if they were able, in addition to having secure wharfage accommodation inside the river, to at the same time provide protection outside the entrance from the North-Westerly and Westerly weather, he thought they might congratulate themselves upon having in Western Australia a safe and commodious harbour equal to almost any harbour that existed in the world. He had much pleasure in moving this item.

MR. LEAKE said the Premier had not given them that full explanation they had a right to expect with regard to this item. He had not said how this £200,000 was going to be expended, how long it would last, how far it would carry out these works, or how soon he was likely to have to come to the House again for another £200,000. It certainly seemed strange to him that so large a sum should be required for this work at the present moment. Where were they going to stop with these harbour works? The Premier had given them a hint already of the danger before them in this respect. The hon. gentleman said that no scheme would satisfy him unless it provided accommodation for the largest steamers at all times and in all weathers. Was there any member in that House who believed that the present scheme and that suggested by the Premier would enable the large mail steamers to come inside the river? [MR. VENN: Yes.] The Director of Public Works said yes. Then there did seem to be one member in the House who believed these large mail steamers could come inside this river harbour. They might get in, but the question was could they get out again. He had heard men outside the House who were skilled and experienced in maritime matters, and who knew something about the question under discussion,—and he thought there was force in what they said—stating that if a large steamer got in through that narrow entrance into that inner harbour, there would not be room for her to turn. They must remember that when these steamers once got inside that basin they would not have it all to themselves: there

would be wharves and other vessels inside as well, which must necessarily occupy some room. Therefore he submitted that the scheme would not carry out the intentions of the Premier. It also seemed to him it would be advisable if the Government were to consult their Engineer in regard to the necessity for this South mole. [THE PREMIER: We have.] The House was not in possession of his report. If it was necessary to have a harbour inside the river and also a harbour outside, what did that mean? A further extension of this harbour scheme, and further expense, and goodness only knew where they were going to end if they began to extend these moles into deep water. He had heard that, if this South mole were dispensed with and the money spent in extending the North mole, much good might be done. The South jetty already afforded protection from the Southerly winds, and when these works were proposed it was not in contemplation to extend that jetty in the manner it was intended. He thought it would be well for the Government to take more than one opinion upon this important question. What a large sum of money could be saved to the country if they were to do away with that South mole! No doubt the House was committed to these harbour works, and the Government must have some money to go on with them. What he would urge upon them was that they should first complete the North mole and see what effect it would have, and whether there was really any necessity for the South mole. Once the Government got the thin end of the wedge in, there would be very little trouble in driving it home, and there was no telling where this expenditure was going to end, or what these works would cost the country. He should certainly like to see this item reduced one-half at least, and if he thought there was any chance of success he would certainly propose it. He did not think they need be so anxious about their harbours. If they could rely upon getting freights, ships would come here, without going to all this expense for harbour improvements. Had the harbour made Albany? Had it increased its shipping in any way, or sent the district ahead at all? No. No doubt it was an advantage to have a fine harbour

there, and also at Fremantle, but it would not go the extent the Government anticipated in developing the internal resources of the country.

MR. RANDELL said, having gone in for harbour works, they must be prepared to carry out the scheme to completion, and it was understood at the time this scheme was adopted that the expenditure before the works were completed would be very considerable—much larger than they had yet reached. He thought it would be idle almost to reduce this £200,000 to one-half that amount, and next year have to go in for another loan to carry on these works. The work done so far had been well done, and economically done; and he quite agreed with the Premier as to the desirability of extending the present breakwater 4,000ft. at least. As regards the South mole, he thought members would see it was absolutely necessary it should be constructed, if they wished to protect the channel from silting. All our heavy weather came from the North-West and West, but a considerable swell came from the South-West, and it was absolutely necessary to afford some protection to the channel at the entrance of the river, or by degrees, and very rapid degrees, it would become filled again. Above all things, he thought it was absolutely necessary they should have this protection. Some objection had been taken to the width of the entrance, and he understood it was now proposed to widen it to 700ft., which, he thought, would be ample. His only experience of similar harbours outside the colony was limited to two in the North of England, one of them being Sunderland; and, speaking from memory, he did not think the entrance to either of them was anything like 700ft., and he knew these entrances were taken by sailing vessels often without steam. He did not think a "P. & O." steamer would be afraid to negotiate this harbour at Fremantle with a depth of 30ft. and an entrance of 700ft., especially bearing in mind that she would be in perfectly smooth water. With regard to the question of sand travel, the result of their experience so far had only confirmed the belief he had always entertained that this danger had been exaggerated. He always believed that it was nothing appreciable,

and that the whole of the mischief to our river had been from inside the river itself by the washing away of the North bank. He thought the country might congratulate itself upon the work now being carried on at Fremantle. It was a work of national importance, and, if the present Ministry had no other record at all—he knew they had—these harbour works when completed would be a monument of which any Ministry might feel proud. It must be borne in mind that these harbour works, apart from their own importance, opened up other avenues of employment, in the erection and maintenance of dry docks or graving docks, and in other directions, which would tend largely to the prosperity of the place, and be far-reaching in their effects. He could only express a hope that he might be spared to see the completion of the work. No one in the country would rejoice more than he did, as he anticipated very great benefits to accrue from it to the whole community.

MR. R. F. SHOLL referred to the necessity of provision being made for the cleaning of the Government dredges and other vessels by the construction of slips or dry docks. It was one of the first things that ought to be done in connection with our harbour works. He instanced the condition of the dredge at Albany, which he said was so foul that it was not safe to move it.

SIR J. G. LEE STEERE felt bound to make some observations upon this question of harbour works at Fremantle, because as regards one phase of the question he thought he might speak with some authority, and that was with reference to the possibility of large ocean-going steamers, such as the mail steamers, coming in to this inner harbour. If this work were to be carried out according to the original plan, as approved by the joint committee two years ago, he ventured to say—notwithstanding what had fallen from the Director of Public Works—that no large ocean steamer, coming here to make a short stay, would ever jeopardise herself by entering that harbour. Every captain or nautical man who had been here, and asked the question, had said they would never think of bringing in their vessels within that bar, if the harbour were constructed according to the original plan. He said that

too from his own experience. No prudent captain would do so. He gave every credit to the Engineer-in-Chief for being an expert in engineering, but neither he nor the Director of Public Works had the slightest idea of what the requirements of navigation were, if they thought that large steamers were going to make use of that inner harbour. [THE PREMIER: In fine weather?] We wanted a harbour where they could come in in rough weather. What was the width of the entrance to this inside basin? According to the original plan it was only 600 feet, but he believed it was now proposed to make it 700 feet, and, inside the basin where the wharves would be, it would be 800 feet. He asked members to exercise their own common sense, and consider whether any prudent man would bring in a vessel, 500 feet in length, like the "P. and O." steamers—and they would be longer presently—into that basin, in a heavy gale, where he would only have 800 feet to turn round in? If their main object was to get these large steamers to call at Fremantle he had no hesitation in saying that if these works were carried out as originally intended, that object would not be attained. The Colonial Treasurer had stated that he hoped, before the House prorogued, to be able to lay on the table a revised plan, showing what the Government now wished to do—that was, to carry out the North mole a considerable distance farther to the Westward and give it a turn to the Southward, so as to protect the outer harbour from the South-Westerly and Westerly gales. He believed if that were carried out and the mole extended far enough, it would do all we require, and we would have almost as fine a harbour as there was in the world, available for ocean-going steamers that only come here for a short time, and which could not afford the time to go into this inner harbour, where they might not be able to get out again for days. Therefore it had given him great pleasure to hear that the Government were considering the advisability of revising the original scheme, so as to carry out the North mole a sufficient distance, with an arm to the Southward, to give us a fine outer harbour, which would be available for steamers at all times. He had some doubts in his own mind as to whether

there would then be any necessity for this South mole; but he was not engineer enough to say it was not required. All he could say was, it had not been proved to his satisfaction that it was required.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) would only say a few words. He had no wish to say anything likely to excite discussion, or against what had been said by the Speaker. They all knew pretty well that if that hon. gentleman once formed an opinion upon a subject, he was very well able to stick to it, and generally did stick to it; they also knew that he had considered this question for some years, and also had some experience of his own; therefore his opinion was so far valuable, and worthy of the attention of the House. But when he spoke about the entrance to this harbour being narrow, he must have forgotten that at Albany the entrance to the inner harbour is only 200ft., and the largest ocean-going steamers had navigated that. It was not only a narrow entrance, but also somewhat tortuous, until the dredge was employed to straighten it out, and to widen it to 400ft. But, previous to these improvements, the largest steamers entered that harbour. Possibly the Speaker would prefer to navigate this 200ft. entrance at Albany than a 600ft. entrance at Fremantle? [SIR JAMES LEE STEERE: Hear, hear.] He might say that he had reports from all parts of the world where their harbours had narrow entrances, and the conclusion he had formed was not in accord with the Speaker's opinion on this subject. It was said that, if they got in, they would not be able to get out again without a great deal of trouble. That was simply a question of giving them room enough. When it was suggested that the width of this inner basin should only be 800ft. it was not an arbitrary cast-iron decision, not to be departed from at any cost. If necessary, there was plenty of room to make it 1,200ft. One of the reasons why it had not been proposed to make it wider than 800ft. was that the reclaimed land on the North shore of the river would become very valuable indeed for wharves, and other purposes. But there was no reason why the basin should not be made wider and the reclaimed area smaller. You could have a basin of

1,200ft., 1,400ft., or 1,600ft. if you liked. [MR. LORON: At an extra cost.] Not a very great deal. The original idea was that the whole of the material pumped out by the dredger should be utilised on the land on the river bank, up to a certain level; but there was no reason why the level should not be raised much higher than originally proposed, and so get rid of the extra material that would be pumped up if they made the basin wider. Therefore he did not think there would be much trouble in providing a much larger basin inside the river, if necessary. With regard to the South mole, the Speaker said he did not think there was much necessity for it. But he might tell him that one great reason why they wanted this South mole was in view of dredging requirements. They were importing now what was known as a bucket dredger, for working at the entrance of the river, and, owing to the rigidity of vessels of that stamp, and for other reasons, it was an absolute impossibility to work them in anything but smooth water. If worked in water that was in the least rough the machinery would be smashed in a very short time. It had been found so in every part of the world. Therefore, before we could use this bucket dredger at the bar at all it would be necessary to have the bar well protected, so as to ensure smooth water for the dredger to work in. That was one reason only, but it was a weighty reason, as we could not deal with the bar effectively without this large piece of floating machinery. Another important reason for having this South mole was that unless you protected the channel the chances were it would eventually fill up. What was more, there was a lot of sea way coming in from the Southward, and the harbour would certainly not be such a good harbour without that South mole. The necessity for the South mole was, he thought, on the face of it, very apparent indeed. As to the great stress laid upon the "P. and O." boats coming into this harbour, he did not know that he placed so much importance upon it as some members did. He thought our main object at present should be to secure a harbour for the trade and shipping of the colony. At any rate it was only a question of pounds, shillings, and pence. If the House was prepared to go in for the

extra expenditure—and he ventured to say it would be a very large one indeed—and extend the mole from a 30 feet depth to a depth of 50 feet, and carry out the scheme suggested by the Premier, no doubt they would have one of the finest harbours in the world. But he was almost inclined to think that with the present resources of the colony they had better be content to carry out the present scheme, and, if they found it insufficient, to go on with the other afterwards.

MR. MORAN thought that in considering this question of a river harbour they had a good example of what could be done if they looked to Brisbane, where the river had a current at least twice or three times as rapid as the Swan. It was also very tortuous and liable to floods, but that did not deter the Government from making the river available for shipping; and at the present moment the largest vessels afloat anchored safely on either side of the river, at North or South Brisbane. When he first came to this colony he could not help noticing the magnificent reach of water they had in the Swan, far superior in the extent of its reaches and facilities for navigation to what they had at Brisbane. If he might venture on a small prophecy he might say that the day was not far distant when they would have their shipping coming up to Perth, because, once they crossed the Rubicon, it was only a question of time for them to come up to the city. Therefore, he did not see the necessity for any elaborate outer anchorage at Fremantle. When they made this inner harbour, and enabled vessels to cross the river bar, the death knell of Fremantle as an important shipping port was sounded. The trend of the present march of civilisation was to have a country's shipping trade, if possible, at the capital city as had been done at Brisbane, so that vessels might be unloaded direct into the warehouses. The difficulties at Brisbane were much greater than they were here, with our sluggish tides and absence of floods and less tortuous passages. Once having made a safe and commodious harbour inside the river, their next step would be to bring vessels right up to Perth, and the day was not far distant when the largest vessels afloat would be found riding in the river opposite the Swan Brewery. With the facilities they

had for establishing manufactories of all kinds on the banks of the river, at Rocky Bay and other places, it was simply a question of time when such facilities as were lying at their door would be availed of. In view of the coming transcontinental railway, he looked upon this harbour scheme as the greatest asset the country could possess.

MR. SOLOMON thought it was scarcely necessary to labour this question, because he believed members generally were prepared to support the item. For a great number of years they had been in the habit of getting the opinions of professional experts, one after the other, each with some scheme of his own, to advise them as to the best plan of harbour improvements at Fremantle; and eventually Parliament, acting upon the advice of a gentleman who, he believed, was second to none of those previously consulted, decided upon the scheme they were now carrying out. They had always, when this question came up for discussion, a number of amateur engineers ready with their advice, but he thought they could not do better than trust themselves implicitly in the hands of their Engineer-in-Chief. If they did so, he did not think they need fear the ultimate result. As to the necessity of the South mole, he did not think there was any member who was better able to judge of that question than the hon. member for Perth (Mr. Randell), with his experience of a life-time in connection with the river trade and the harbour, and having given the question a large amount of consideration from his earliest days. In addition to the reasons already given for having this South mole constructed, there was the further reason that it would increase the scouring force necessary to prevent the channel from silting, and to enable the current to carry away the accumulation of sand that drifted into the channel. With regard to graving docks, that was a work the necessity for which he believed he was the first to allude to when addressing his constituents, and he was very glad the subject had cropped up again, for it struck him that if they wanted these harbour works to pay they must lose no time in providing a dry dock, which, in his opinion, was a necessary factor to attain that end. He believed that if we had had a dry dock here years ago, we

should have had large vessels coming here for overhauling, Fremantle being the first port they could call at. It was the absence of such a dock which, in his opinion, had prevented Fremantle from being a port of greater importance than it yet was, and he hoped this question would not be lost sight of in connection with these harbour improvements.

MR. PEARSE said it was quite to be expected that the hon. member for Albany would oppose this item, but he felt sure the good sense of the House would resent the hon. member's opposition, and that members were not prepared to listen to him on this occasion. The work now going on at Fremantle was an excellent one, and he did not think they could do better than leave the construction of it in the hands of their Engineer-in-Chief, to whom the credit was due of designing it. They were safer in his hands than in the hands of amateur engineers, whether they came from Brisbane or anywhere else. With regard to the construction of the South mole, he thought the remarks of the hon. member for Perth, with his lifelong experience, were worthy of great weight, and he did not think any one in that House would venture to dispute the hon. member's views as to the necessity of that mole. He quite agreed with what the hon. member had said on the subject, and he earnestly hoped the committee would not interfere with this vote, but let this important work be carried out with as little delay as possible. When finished, he was sure they would have good reason to be satisfied with it, and the colony to be proud of its harbour.

MR. RICHARDSON thought it would be a very funny thing, indeed, if they were going to suppose that a man like the Engineer-in-Chief was going to recommend an expenditure of hundreds of thousands of pounds in constructing a harbour to accommodate large steamers, if those steamers once they got in could not get out again. He could hardly conceive such a thing. It certainly would be the death-knell of his reputation; and it was a very poor compliment to the select committee who considered this scheme, if it was thought they would have recommended it without satisfying themselves on such a vital point as that. It also seemed a very strange thing to

him, looking at the question from an ordinary common-sense view, if a steamer 500ft. long, but not more than 50ft. wide, could not enter a harbour that was 600ft. or 700ft. in width, with 30ft. of water. As to the South mole, he had heard a great deal of objection about it outside, and he took the opportunity of speaking to the Engineer-in-Chief on the subject, and Mr. O'Connor explained to him that it would not be wise to do without this mole, one of the main reasons being the necessity for keeping the channel clear. Directly you made a big hole in a sandy bottom, as they all knew, there was a tendency to fill up again, and there was a possible danger that, after spending thousands of pounds in deepening this channel, it might fill up again, unless they afforded it some protection.

Mr. WOOD said he had naturally taken great interest in this question of harbour improvements at Fremantle for many years, and he hailed with genuine satisfaction the adoption at last of some definite and well-considered scheme. As to the details of that scheme, he was quite content to let the responsibility rest upon the Engineer-in-Chief; he was the man they paid to do it, and if the Engineer-in-Chief could not be trusted in the matter he was very sure no member in that House could. That gentleman was the responsible adviser of the Government, and he did not think he would risk his professional reputation by undertaking a work which he could not carry out.

Item agreed to.

Item 8—*Development of Goldfields and Mineral Resources, £70,000:*

Mr. RICHARDSON moved, as an amendment, that the item be reduced by £20,000. He did so for this reason: on a previous Loan Bill there was a similar item, and he endeavoured at the time to urge upon the Government the desirability of allocating the amount to the various goldfields, so as to ensure a fair proportion of it being spent upon the Northern goldfields, so that they might have it in black and white that so much of the amount was for those fields and for no others. But on that occasion he could not get more than a general assurance from the Government that the claims of all parts of the colony would be considered in the expenditure of the vote. As a matter of fact, however, nearly the

whole of it was expended on the Yilgarn goldfields, while the Northern goldfields only got about £9,000, and he believed the greatest portion of that went in providing telegraph communication with the fields. The Murchison, he believed, got about £16,000 altogether. If the same proportion was going to be observed in regard to this item, he did not think the Northern people would be satisfied, and his object in moving his amendment was to get this £20,000 (out of the £70,000) allocated to the Northern goldfields. They had already agreed to devote hundreds of thousands of pounds in building a railway to Coolgardie, and they might rest assured that the Eastern fields, being nearer home, would get the lion's share of this item, and that unless a specific vote was appropriated for the fields in the more distant parts of the colony, the claims of those parts would be overlooked. For these reasons he hoped the committee would assist him in carrying this amendment, with the view of afterwards moving that this £20,000 be allocated for the development of goldfields North of the tropic of Capricorn—North of a Southern line to the Pilbarra goldfield.

THE PREMIER (Hon. Sir J. Forrest) said the object of the hon. member was, no doubt, to allow his constituents and the people of the North to see that there was something in this Loan Bill in their favour. But, really, he did not see the necessity of doing that in the Bill; they were not appropriating this money at the present time. The Loan Estimates had yet to be brought down, and the money could then be allocated. [Mr. RICHARDSON: The same old cry.] The Government were willing and ready to do everything they could to further the interests of these Northern fields. They had already promised the hon. member to make a survey for a railway to some of them; and there was no reason at all for doubting the intentions of the Government in these matters. He really did not know why the hon. member should want to earmark these items in this way. What was the object of it?

Mr. RICHARDSON: Because there is mistrust.

THE PREMIER (Hon. Sir J. Forrest) had no sympathy with people who mistrusted Parliament, and who mistrusted

the Government, when they were trying to do their best for the interests of the whole colony, for every part of the country to the extent of its deserts. He should be sorry if the hon. member or his constituents thought they would be able to get more out of the Government, simply because a particular sum was allocated to their district, than they otherwise would.

MR. CONNOR said the Premier told them that this Bill was brought forward in the interests of the whole colony. He was glad to hear it. Any man who sat there and was not prepared to do what he could in the best interests of the whole colony did not deserve to sit there at all. At the same time, he saw no reason why they should not endeavour to get justice done to their own districts. Unless this amendment were carried, he proposed to introduce one himself. They had a Bill here empowering the Government to borrow a million and a half of money, and it appeared to him they were asked to go blindly and say that whatever the Government liked to do with the money would be all right. He objected to it. He thought that every part of the colony that helped to pay the interest on these loans, by paying taxes, should have a voice in the spending of this money, and have its fair share of it. There were certain interests which it was the duty of members representing the Northern districts to bring before the House, and, as one of those members, he had a right to insist that some of this loan money should be expended in the interests of the Northern parts of the colony. When the loan of £1,336,000 was before the House they had a promise that the wants of the North would not be overlooked in any future loan. They had now another loan before them, but he did not see the interests of the North provided for in it. When the last loan (£540,000) was under consideration, he raised the same objection, and he was twitted by the Director of Public Works, who asked him what about the £40,000 in the Bill for the development of goldfields and mineral resources?

At 6:30 p.m. the Chairman left the chair.

At 7:30 p.m. the Chairman resumed the chair.

MR. CONNOR, continuing his remarks on Item 8, said he would persist in drawing attention, at every opportunity, to the unfair manner in which the North had been deprived of its proportion of loan expenditure out of the last two loans. The Premier had referred to his previous remarks as being foolish, but they would continue to be foolish, in that sense, until justice was done to his constituency. In saying he would vote against every measure for the South, he meant every measure that did not give a fair share to the North—not a proportionate share of support, because Northerners knew they would not get it, but some small share, by way of acknowledging that the Northern people did contribute to the revenue of the country. The North wanted to be acknowledged.

THE PREMIER (Hon. Sir J. Forrest): What do you want?

MR. CONNOR said no member had a greater respect for the Premier than himself, but what would the Premier's constituents say if he told them he could get nothing for them from the Government, that they were a people not acknowledged, that although each taxpayer had to contribute to the general revenue and to help in paying interest on loans, yet they were not to have any public money spent in their district? Yet that was the position which he (Mr. Connor) was in; but, as to being patriotic, he did not bow even to the Premier. As to the Northerners finding an increasing market in the South for their produce, the North was the only part of the colony that could grow cattle, and that was a reason why some consideration should be given to the North. If the hon. member for the De Grey would alter his amendment so as to allot definite amounts to the North, he would support it; say £14,000 to the Pilbarra goldfield, and £6,000 to East Kimberley, that being the goldfield which had been the making of the colony.

MR. RICHARDSON said he would withdraw his amendment in favour of the one suggested.

Amendment, by leave, withdrawn.

MR. CONNOR moved, as an amendment, "That the following words be inserted in the item, after the word 'resources': 'and shall be allocated in the following manner: £50,000 for the Murchison and Yilgarn goldfields;

"£15,000 for Pilbarra goldfields; and £5,000 for Kimberley goldfields."

MR. LO'FON said many members would be in favour of a reasonable proportion of the £70,000 being spent in developing the Northern goldfields; but he did not think it desirable to place in the Schedule an amendment of this kind, allotting particular sums. A general assurance from the Government should be sufficient.

MR. R. F. SHOLL protested against the manner in which, he said, some previous loans had been expended. In the Loan Bill of 1891 an item of £70,000 was allotted for the development of goldfields and mineral resources; and in the Loan Bill of 1893 another item of £40,000 was allotted; but certain returns then on the table showed that some of the money so allotted had been improperly expended, and the same method was apparent in the present Schedule. For instance, he did not think the amounts for the erection of public buildings at various places should come out of a loan vote for the development of goldfields.

THE PREMIER (HON. SIR J. FORREST): What ought to come out of it?

MR. R. F. SHOLL said the money so allotted should be expended in constructing telegraphs, providing water on goldfields, making tanks, making roads, and other such things; but certainly the building of gaols, quarters and offices for wardens, and such works should not come out of an item for the development of goldfields and mineral resources. The goldfields would develop without expensive buildings, and these works should come out of a different vote. The Auditor General ought to have queried any such sums, and brought the expenditure under the notice of Parliament.

THE PREMIER (HON. SIR J. FORREST): What vote would you take the money out of for these works?

MR. R. F. SHOLL said surely such expenditure was not within the spirit or letter of this vote. The returns of expenditure, then on the table, showed that the loan accounts had been improperly kept, and that no control was exercised. Separate accounts of all loan moneys should be kept, so that, if Parliament required the details of expenditure, they could be supplied. He found £27,000 out of the £110,000 had been jumbled up

together in the returns, without details. He saw, from a newspaper telegram, that Coolgardie had just declared war against the colony generally; so that even the large expenditure of £77,000 on the Yilgarn and Coolgardie goldfields did not satisfy the people out there. The Murchison goldfields had had £16,500 spent on them, about £12,000 being for the telegraph line, which was not yet finished. If that line had been finished twelve months ago it might have earned sufficient revenue by this time to pay for the whole cost of construction. He believed the Government were willing to provide what works were necessary for the Northern goldfields, and they ought to put on the Loan Estimates sufficient for constructing a telegraph to the Marble Bar goldfield.

THE PREMIER (HON. SIR J. FORREST) said the Government could provide the money for this work in advance, before the loan was raised in the market.

MR. R. F. SHOLL said it would hardly be right to construct a loan work before the money allotted for it was actually raised.

MR. CONNOR said the Kimberley goldfield had been the means of establishing the great mining industry which was placing this colony in its present grand position; and if the small population at present on the Kimberley field could not get justice from Parliament, they asked for at least some small consideration. He knew many gold mines in the Kimberley district that were hung up, but which had previously been yielding 1½ ounces to the ton, at a depth. Such a yield would satisfy him, if it did not satisfy others.

MR. RICHARDSON said there was some ground for the complaint as to the treatment of the Northern goldfields hitherto; but while he thought some definite allocation of the loan money in this item was desirable, yet he hoped the Northern members would not be too parochial in their ideas in dealing with a measure of wide scope. It was not enough to tell such members that they should trust the Government in the spending of this money. If a definite amount of money was to be allocated to harbour works at Geraldton, in Item 10, why not allot other amounts to particular districts in the North?

MR. SIMPSON said the reason for this allocation was that Geraldton was so important.

MR. RICHARDSON said that as nearly a million of money was provided for other goldfields in the Bill, it was not a large request the Northern members were making in asking for £20,000 to be allocated to the Northern goldfields, and this appeared to be the right place in the Schedule for making the allocation. The pressure on the Government came from mining companies interested in mines about Coolgardie; but instead of the population on those goldfields showing gratitude for the large expenditure among them, they were talking of separating and setting up a colony on their own account. If a definite allocation were made in the Bill at this stage, the position of the Government would be fortified as against such pressure from outside.

MR. MORAN said the hon. member for the De Grey, in referring to a certain cry for separation, should distinguish between a claptrap meeting and the opinion of the Yilgarn constituency as a whole. In reading newspaper reports, persons of intelligence were expected to discriminate. Would the Northern members be content to distribute the loan expenditure on a population basis? [MR. CONNOR: Yes.] Then there were 10,000 people in the Yilgarn constituency, and only a few hundreds on the Northern goldfields. Nearly everything the 10,000 people used or consumed had to pay import duty to the Government. The hon. member for the De Grey said members should not be too parochial, and yet that hon. member's speech was entirely parochial. He (Mr. Moran) had been the first member of the House to advocate a trial survey for a railway to the Pilbarra goldfield.

MR. RICHARDSON said the hon. member was the first to advocate everything.

MR. MORAN said that, until the Government had provided water on the Yilgarn goldfields sufficiently to place them on an equality with other goldfields in that necessary requirement, they would not have done justice. Water was one of the first necessities of life, and, unless men were enabled to live, they could not be on an equal footing with people on other fields where water was readily obtainable. It was of interest to the whole

colony that as much of the present item should be spent on the Coolgardie goldfields as was necessary for providing water. He claimed that Coolgardie was "the cynosure of every eye." Thousands of men were leaving the Murchison goldfields for Coolgardie, and it was the duty of the Government to follow those men and provide water for them. He hoped the House would not hamper the hands of the Government in the matter of this expenditure. He had not seen in the newspapers any evidence of an outcry for great public works in the North.

THE PREMIER (Hon. Sir J. Forrest) said the amount of this item was not very large; and it was difficult for hon. members to realise the obligations of the Government to provide water on the Eastern goldfields, where water was so scarce. He expected a large expenditure in the Coolgardie goldfields would be necessary for providing water. At the same time, he sympathised with the hon. member (Mr. Connor), in the desire that he should be assured of a certain portion of this money being expended on Northern goldfields. But the two hon. members who had advocated a special allocation of money to the North had not been able to tell the committee what public works they desired to have constructed.

MR. RICHARDSON: We will tell you that when you tell us how you will spend the £70,000.

THE PREMIER (Hon. Sir J. Forrest) said he would tell that to the committee at once. The £70,000 was chiefly for water supply, with the exception of some public buildings and roads on goldfields.

MR. SIMPSON asked whether Southern Cross was to have a water supply.

THE PREMIER (Hon. Sir J. Forrest) said he was desirous that there should be a water supply for Southern Cross and for the mines there. The hon. member for East Kimberley (Mr. Connor) seemed to have lately taken a new line, by complaining of injustice and a want of sympathy in reference to his district. It would be well to tell him of some facts to the contrary. The mail service to the far North had been lately arranged by the Government upon a new contract at great expense; and if some other Government had been in office, they would probably have left out the extension to Wyndham as too expensive, because the

coastal steamship service could have been obtained for about half the amount of the present subsidy by leaving out the port of Wyndham. When it became necessary to decide the matter, he said "No; we will not go back; the service must include the far North;" and the result was that the Government were now paying at the rate of £6,000 a year for that service, instead of paying less than £4,000 if it stopped short of Wyndham. Another large expenditure was the sum of about £15,000 devoted out of the loan of 1891 to the completion of the telegraph line to the far North; and although £60,000 had been previously spent on the work, yet it was regarded by some hon. members as of so little use to the colony, that, when the present Government proposed to complete the work, the member for the Gascoyne said the line was useless and should be left to rust and rot. The present Government also built wharves for shipping stock at Wyndham, besides cattle yards and other conveniences at great expense. A number of police were maintained in that district at great expense. Mail services were also carried on throughout that district. A Government establishment was kept up at Wyndham, also at Hall's Creek, although the settled population was very small. If the hon. member (Mr. Connor) got £15,000 allocated to the Northern goldfields, as proposed in his amendment, how would he spend the money? Hon. members would observe also that in Item 13 there was provision for telegraph extension in the Pilbarra district. The only sums the Government intended to expend in the Pilbarra district, out of Item 8, would be £5,000 for public buildings, also £2,000 for examination of a proposed railway route, and £2,000 or £3,000 for water supply, making a total of about £10,000; therefore, if Northern members were assured of these sums being spent out of the £70,000 for "development of goldfields and mineral resources," their districts would get a fair share. If £5,000 were allotted to the two Kimberleys, he (the Premier) did not see how the money could be usefully expended, unless the hon. member for East Kimberley desired to give bonuses for sinking wells. The Government were most anxious to meet the views of Northern members; and he regretted that any member should

think there was a desire on the part of the Government not to act fairly towards the North, or towards any district. If the Government consented to the allocation of £10,000 for Pilbarra goldfields and £5,000 for the Kimberley districts, he could not promise that all the money would be spent, except as required. The portion for Kimberley would be spent only as necessity arose, and of this the Government must be the judges. He could easily see how the £10,000 could be spent for Pilbarra, because the Government were pledged to more than that amount already. As to the objection that loan money should not be used for public buildings, this course had been followed before, and he supposed it would be again. The settlers in the North, who lived an isolated life, often thought they were neglected by the Government; and he knew that his own relative up there considered himself very unjustly treated by the Government because they did not do this or would not do that. That state of feeling was the result of being isolated and in a climate not too comfortable. He hoped the members for the North would fall in with the view he had stated.

MR. RICHARDSON said he would accept the Premier's suggestion, with a proviso that if the Government found there was anything required urgently, in excess of the £10,000 for Pilbarra, they would not tie down the expenditure to that amount.

THE PREMIER (Hon. Sir J. Forrest) said that any such requirement would be met out of ordinary revenue.

MR. MONGER said he took this opportunity, the first he had had, of replying to an attack made on himself in his absence, and of congratulating the mining community of Yilgarn upon having returned a gentleman like that (pointing to Mr. Moran) to represent them.

MR. MORAN asked whether the hon. member was in order in pointing to another hon. member?

THE CHAIRMAN was understood to say the hon. member must not point.

MR. MONGER said he congratulated the mining community of Coolgardie and Southern Cross upon having returned to this House, as their representative, a

man—he would not call him an hon. member—a man after the stamp of the hon. gentleman who recently spoke. He did not feel it a compliment to sit in this House with a gentleman of the stamp of the hon. member for Coolgardie.

THE CHAIRMAN: Speak to the item, please.

MR. MORAN said it was a very cowardly practice to attack a member under Parliamentary privilege. The hon. member for York would not say it outside.

MR. MONGER said he would say it outside at any time.

MR. MORAN said the hon. member was not man enough.

MR. MONGER said he would promise that what he said in this House, under the privilege alluded to by the member for Yilgarn, he would say to him when he had the pleasure of meeting him outside. One would think, from the remarks that fell from the hon. member, that there was but one goldfield in Western Australia, and that was the goldfield surrounding Coolgardie. That hon. member, being new to the colony, overlooked the fact that the Kimberley goldfields first attracted attention to Western Australia as a gold-bearing country. It was surprising to find that, when an amendment like this was brought forward, the member representing the last-discovered goldfield in the colony was the first to resent a fair and reasonable apportionment of loan money to Northern goldfields. The Premier might well have accepted the amendment in the form in which it was moved, without deducting anything on account of Pilbarra. He hoped that in his opening remarks he had not been too personal; but anything personal he might have said of the man who represented Yilgarn he would not, in the language of an Irishman, say he was sorry for.

MR. MORAN said the hon. member for York was not an Irishman, or he would be a little better mannered.

MR. LEAKE, referring to the amendment, asked whether the Government intended to provide a water supply for the mines, in their proposal to spend so large a sum for providing water on goldfields? If that was the intention, the House should set itself against any expenditure for supplying water to mines. The duty of the Government was completed when water was provided along

the roads. It seemed that nearly the whole £70,000 was intended to be spent on the Yilgarn and Coolgardie goldfields; and, if that was so, hon. members should vote against the whole item. If some public buildings were to be paid for out of this vote, how were the Government going to expend the ordinary revenue? This expenditure of loan money, as proposed by the Government, was establishing a dangerous principle; and as the same kind of thing would crop up year after year, in the form of fresh demands for such works, the Government would have to bring in another Loan Bill for half a million within three years. That was what this principle meant. The revenue derived from goldfields should be applied to their development, instead of loan money being used for developing goldfields. By not bringing in the Estimates earlier, members were not supplied with necessary information by means of which they could criticise this Bill; and the Government were thrusting the Bill down the throats of members in an unstatesmanlike manner. He would prefer to see Item 8 struck out; but, if not, then there should be a more liberal expenditure on Northern goldfields, which had not received sufficient attention latterly.

MR. R. F. SHOLL said the manner of expending loan money on goldfields was placing the revenue in a fictitious position.

THE PREMIER (Hon. Sir J. Forrest): We are spending on them more than we are getting from them.

MR. R. F. SHOLL objected to the expending of loan money on public buildings as not being fair, and said the necessary works on the goldfields ought to be paid for out of the ordinary revenue. In fact, the Government were taking credit for the whole receipts from goldfields, and were borrowing money to expend on works upon the fields which ought to be provided out of the ordinary revenue.

MR. MORAN, replying to the member for Albany, said it was not enough to provide water along the roads and on goldfields, but water should be provided for goldfield towns also. He knew men who were leaving the colony because they could not prospect on the fields for want of water. Referring to the personal re-

marks made by the member for York, he desired to reply to them.

THE CHAIRMAN said the hon. member must speak to the item, and not make personal remarks.

MR. MORAN persisted in saying he ought to be allowed to reply.

THE CHAIRMAN said Item 8 was the only question before the committee.

MR. MORAN said he was sorry the Chairman should allow a personal attack to be made upon himself, yet would not allow him to reply.

THE CHAIRMAN said the hon. member must confine himself to the item.

MR. MORAN asked the House to judge between them. He asked for the ruling of the Speaker on the question whether he might be allowed to defend himself against the attack which had been made.

THE CHAIRMAN said that if the hon. member did not wish to speak to the item he should sit down.

MR. MORAN moved the adjournment of the House.

Motion not seconded.

MR. CONNOR, referring to the item, said he would accept the Premier's suggestion, and alter the words of his amendment accordingly.

Amendment, by leave, withdrawn.

MR. CONNOR moved, as a fresh amendment, "That the following words be inserted in the item, after the word 'resources':—including £10,000 for the Pilbarra goldfields, and £5,000 for the Kimberley districts."

MR. H. W. SHOLL supported the fresh amendment, and said some thousands of pounds which had been appropriated in the Loan Act of 1891, for works in the Roebourne district, remained unexpended, unless the money had gone elsewhere.

Amendment put and passed.

Item, as amended, agreed to.

Item 9—*Development of Agriculture, including Land Purchase, Clearing Land, Draining of Land, Market in Perth, and Cold Storage, £40,000:*

THE PREMIER (Hon. Sir J. Forrest), in explaining the reasons for the item, said some harsh expressions had been already used in reference to this proposal of the Government by a few opponents. The policy of the Government was to promote the development of agriculture

concurrently with the development of the mineral resources of the colony. The explanatory words in the item were intended to make clear the intentions of the Government as to the works they contemplated for developing agriculture. The want of production was one of the great wants of the colony. Firstly, as to a sum for purchasing land near railways. The intention was to sell the purchased land in small areas upon conditions of occupation, improvement, and repayment of the additional outlay incurred. He quite expected to hear such objections as this: "What do you want to purchase land for; surely you have enough land?" All the colonies had found the necessity of repurchasing land for agricultural purposes in suitable situations. The New South Wales Parliament considered a large measure of that kind last year; the Queensland Parliament had a Bill of the kind before it at the present time; and the Government of this colony desired to be empowered to purchase suitable blocks near railways, when the owners were willing to sell, and the circumstances were favourable for promoting settlement and cultivation. There was no intention to rush into the market for buying land, but it might be desirable to purchase particular blocks when opportunity offered. The Government did not intend to resume any land at present, but only to take power for purchasing suitable land that might be in the market. As to clearing Crown land for occupation, he believed this would assist many persons who would prefer to take land on which they could start cultivation at once. The Agricultural Bank funds would be available, with other funds, for this purpose. As to draining land, there was some Crown land, particularly the Harvey Agricultural Area, near the South-Western Railway, which could not be utilised without some general scheme of drainage for the whole of the large area; and as individuals could not do such work for their separate holdings without combined action in making main drains, the Government thought they could best utilise such land by draining it before occupation, and charging the cost to occupiers. Some surveys had been made on the Harvey Area, with a view to drainage. It would be in the interest of the country to make

that land useful for settlement, the soil being good. There might be other Crown lands which could be improved by drainage and made fit for cultivation. In all such cases, the largeness of the undertaking prevented individual occupiers from attempting it. As to a market in Perth and cold storage for perishable produce, the Government believed it would be in the interest of town and country alike that a beginning should be made in Perth by providing a public market, with cold storage attached, so that perishable produce might be kept in a cool temperature until required for sale and distribution among consumers. This experiment would be particularly beneficial to Perth and Fremantle, as the beginning of a system of cold storage in connection with the railways of the colony. It would directly encourage production, by bringing food products from all the country districts served by railways, and would facilitate the distribution of food products on the goldfields and in towns connected by railways. One of the great wants, in a semi-tropical climate like that prevailing generally in Australia, was the means of preserving perishable food products; and he had often wondered why so little had been attempted in this direction by Governments in other parts of Australia until quite recently. It was the desire of this Government to make a beginning in Perth, with a view to the early adoption of a general system of cold storage in connection with our railways throughout the colony. Before going into a large expense, the Government desired to see how the system would work in the principal centre of population; and that was the only reason for not extending the system to Fremantle and other towns in the first instance. It was not prudent to rush into this scheme on a large and general scale without first trying it on a smaller scale. Therefore, he said, "Give it a trial in Perth, and, if successful, it can easily be extended to other parts of the colony." He regarded this as a move in the right direction, and would watch its operation with much interest, believing it would result in good to the whole colony, and be beneficial to both producers and consumers. As to the objection that the Government would be interfering with a private company already established in Perth,

he noticed that private individuals became much more active when interfered with by competition than were the individuals in this case before the Government indicated their intention to provide cold storage in connection with the railway goods station in Perth. If a few shareholders would be injured by this action of the Government in carrying out a public duty to the whole community, the interests of those few shareholders must give way in these circumstances. He desired to protect the interests of individuals as far as he could, but the interests of the whole community were more important than the interests of a few individuals. When a deputation interviewed him recently in opposition to this project, he was surprised to see so many persons on it who were citizens of Perth, because he had thought it was essential that consumers in Perth should have the means of having food products brought to Perth and preserved in cool chambers until required for use, and thus prevent depreciation and decay, with the consequent losses to all concerned. He was himself a small shareholder in the private company referred to; but, in view of the public necessities, he said his share must take its chance, for he was going to throw in his lot with that of the consuming population, who were interested in the supply of fresh and cheap food. He was also trying to enable producers to send their goods to a central market under such conditions as would prevent decay and loss, for no matter whether the producers lived five miles or 200 miles from Perth, they ought to have an opportunity of sending their produce to market under favourable conditions, and without the great risk of its perishing before reaching the consumers. Difficulties in the way of this new system would have to be faced and overcome; but that the cold storage system would be successful and beneficial in connection with the railways of the colony, he felt quite confident. He hoped hon. members would support the Government in this proposal, which had been carefully considered before being put forward in this Bill. Of all the items in the Schedule, he believed that this sum of £40,000 for the development of agriculture, in the manner stated, would do as much good in this country as any other item in the Bill.

MR. RANDELL said that, looking at the item as a whole, it was one that ought not to appear in a Loan Bill. Was there no other means of compelling owners of land near railways to cultivate their holdings? He was beginning to think that pressure might be brought to bear on such owners, either to cultivate their land or dispose of it. He was afraid that the Government, in re-purchasing land through agents, might be over-reached in the transaction. Was it certain, also, that settlement could be induced in this way? That would not be the result of purchasing land from the present owners, unless the Government could afford, commercially, to re-sell in smaller areas at such prices as would be reasonable. The motive underlying the item was a worthy one, but there was considerable danger of their being led away from the right track, and imposing undue burdens on the people by a too expensive operation. As to clearing and draining land, he observed that the New Zealand Government had cleared land, made roads to it, and when a demand arose for such land it was offered in suitable areas at the upset price—about £4 an acre.

THE PREMIER (Hon. Sir J. Forrest): We would not give anything like that price for land.

MR. RANDELL said the Premier evidently had his eye on some estates here as suitable for purchase, but the owners would be inclined to ask a good price.

MR. RICHARDSON said that, in such case, the Government would not purchase.

MR. RANDELL asked what was the use of voting money for purchasing land, unless there was a probability of obtaining land at a reasonable price? This matter should be left to natural development. When farming was found to be payable, more people would take to farming. The proposal to clear and drain land was a step in the right direction, so long as the cost would be reasonable; and if some land were prepared in this way, ready for occupation, many settlers would be helped in the initial stages of their settlement. He approved of this proposal in principle. With regard to a market and cold storage in Perth, he agreed that these facilities would be beneficial to producers

and consumers, and was of opinion that the Government might well undertake these works as being properly a function of Government. Of course, if it could be shown that private enterprise would be likely to satisfy this demand, there would be no need for the Government to interfere. Too much red-tape formality might be developed in connection with this work, as was found in connection with the Railway Department, and such an objection seemed to be almost inseparable from railway management. If the scheme were found to work well in Perth, it might be extended to other parts. He was not sure that the Government could establish a good and efficient market in Perth, because residents generally preferred to have country produce brought to their doors by the grower or the middleman, and did not care to go to a market to purchase; therefore, the Government might meet with some disappointment in this direction in starting a market. Whether cold storage should be provided out of loan moneys or out of general revenue was open to question. He could not vote for Item 9 as a whole.

MR. WOOD said he would prefer to see the item reduced by striking out all the proposed works except a market and cold storage. He did not profess to understand much about the proposed purchase, clearing, and draining of land, but it did seem to him strange that there should be any necessity to buy land that was given away fifty years ago, and he thought such land could not now be bought advantageously by the Government.

MR. ILLINGWORTH moved, as an amendment, that the item be struck out of the Schedule. He was opposed, on principle, to any and every part of this item being included in a Loan Bill; for how would such proposals be regarded by the lenders of money in England? Such works ought to be provided out of revenue. There was not an atom of reason for saying this item should be provided out of loan; and, if anything would condemn this loan in the London market, it would be the inclusion of this item, and the item of "Schools," in the Bill.

THE PREMIER (Hon. Sir J. Forrest): The item of "Schools" in "The Loan Act

of 1891" did not injure that loan, at any rate.

MR. ILLINGWORTH said the Premier could not prove that statement.

THE PREMIER (Hon. Sir J. Forrest) said he could prove it as easily as the hon. member could prove his own statement.

MR. ILLINGWORTH said he would feel a degree of shame—he could use no other word—if the Government went to the London market to borrow money for an item like this, in the face of such speeches as had been made from the Treasury benches about the prospect of an increasing revenue. He regarded it, however, as being very much a prospect on paper, based upon fictitious figures—a prospect that had no sound foundation—and the time was coming when difficulties would arise out of the very things which were alleged to be the cause of New Zealand's prosperity. Other colonies had endeavoured to imitate New Zealand in the matter of repurchasing land for settlement in small holdings, without considering that the circumstances of New Zealand had no application to a colony like this. He was opposed to the means proposed, and not to the ends sought, for these means would not realise the ends desired. Were there any supporters of this land purchase scheme interested as holders of large tracts which were got in the olden time at 1s. 6d. an acre?

MR. MONGER: Reckon the capitalised value of that now.

MR. ILLINGWORTH said that, after the land had been held all these years, the hon. member for York talked about the capitalised value! What was the capitalised value of the stock which had been got off the land all that time? Such holders of land deserved no consideration, for if they took up land at 1s. 6d. an acre and could not use it in such a way as to earn interest on that money, there was practically no capitalised value. This proposal opened a door for political jobbery; for although the present Ministers were known to be the very soul of honour, yet they might be succeeded, some day, by another set of Ministers, though he saw no prospect of a change at present. Personally, he had no desire to go on the Ministerial benches. If the repurchase of land were commenced, the operation would not stop

at £40,000; and it would be possible for Ministers to buy up supporters by purchasing land belonging to certain favoured individuals. If, however, the land purchased were good in itself, he would be prepared to run the risk even of that dangerous principle. But were the prospects of agriculture so good that the Government could reasonably expect to buy land and bring it into competition with the other Crown lands which they were trying to give away, in order to promote the success of agriculture? The fact was that the limits of home production in agriculture were nearly reached already. To take one district alone, he knew that 20,000 fruit trees had been planted around Perth within the last year; so that the limits in fruit production must soon be reached. As to clearing land, he contended that clearing would not be an improvement unless occupation was to follow immediately. To clear land on the mere chance of its being occupied at some future time would be an absolute waste of money. He was in favour of draining land, so as to settle the question of water rights before the land was sold; but he thought the increasing revenue should provide for that expenditure. As to building a public market for Perth with loan funds, that proposal was sublime, if not ridiculous. The providing of cold storage in connection with the railways was, he admitted, a work which the Government might properly undertake, but he was convinced that the Government plan for carrying it out would not be successful. What the Government should do was to provide railway trucks fitted for conveying produce at a low temperature, with cold-storage rooms at stations where the goods could be received for transit or for storage.

THE PREMIER (Hon. Sir J. Forrest) said that was what he had stated.

MR. ILLINGWORTH said if that was the intention, the whole of the £40,000 would be required for providing those facilities on the Bunbury railway alone, without reference to the other lines. The question had been dealt with in Victoria, and to a large extent the scheme was a lamentable failure there. The item as a whole should stand over for the present.

MR. RICHARDSON said the hon. member (Mr. Illingworth) had shown a

gloomy picture of log-rolling and corruption, but these were risks which had to be faced in any Government scheme, and the only cure was to turn out any Government that attempted these tricks. It was more necessary for the Government to purchase land in this colony than for the New Zealand Government to purchase land, because in that colony the system of assessment for the land tax required that if an owner objected that his land was assessed at too high a valuation, he could be compelled to sell the land at the Government valuation, and in that way some private land must fall into the hands of the Government. But the proposition of the Government in this colony was to buy only such land as the owners wanted to sell. There were large blocks of good agricultural land close to railways, in eligible situations, recently held by absentee proprietors, who were not averse to selling at reasonable prices; but the blocks were so large that very few private individuals could afford to treat, and the owners refused to allow the "eyes" to be picked out by portions being purchased. But the Government might be authorised to buy such blocks as a whole, and sell them in portions under the Land Regulations. Some action should be taken for making these eligible blocks near railways of some use to the country.

MR. ILLINGWORTH: Tax the land.

MR. RICHARDSON said many persons used that expression glibly, without thinking of what it meant. It would be a lamentable absurdity if, while the Government were endeavouring to induce settlement by giving away homestead blocks, they, at the same time, created a scare by proposing to tax the land, thereby defeating their own efforts for inducing settlement. That logical argument was impregnable. The Government might be trusted to use business-like discretion as to the price to be paid for land. The providing of cold storage in connection with the railways was a necessity; and this proposal in the Schedule was justified by the course taken by other Governments and corporations all over the world, when the necessity arose for interfering to some extent with private enterprise in this matter, by providing something more complete. In this semi-tropical climate, cold storage was surely

necessary for the carriage of perishable produce on railways, because one of the greatest factors in the excessive prices charged for dairy produce and other perishable articles was the risk of loss through semi-decomposition before the articles could reach the consumers. All such loss to the producer or the trader must be charged to the consumer in the long run. It was in the interest of every consumer in Perth, as the first centre for this experiment, that cold storage should be provided; and there must arise in future the national question of establishing cold storage *depôts* at various centres for receiving and transmitting in chilled trucks, and for storing in the towns, all kinds of perishable produce.

MR. THROSSELL said no item in the Bill would be so reproductive as this item. He was in a position to know there was an increasing demand for the purchase of agricultural land. In view of the large influx of population, and remembering the mistakes made in alienating so much prime land in the early days, it now became desirable to repurchase some of that land in suitable situations, especially for settling men with their families on small blocks round busy towns. Hundreds of men were coming here inquiring for land in small blocks close to the centres of population, where their families could have the facilities of schools and the advantages of civilisation. These men found that the Crown land near towns was closely taken up already, and that the towns were hemmed in by large blocks of land held by private owners. Such blocks as these could be purchased by the Government when opportunity offered, and be settled to advantage under this provision of the Bill; and he believed no other expenditure would give such grand returns if wisely laid out. The large blocks in the proclaimed Agricultural Areas had no attractions for the men who wanted to settle on small blocks conveniently near to towns, where these men might pursue their employments for earning money to keep their families. Artisans and labourers also should have the opportunity of settling on land within a reasonable distance from their work. Such men, on five or ten acre lots, would be better settlers, in many cases, than the men who would

settle on free homestead blocks of 160 acres. His own experience, in endeavouring to settle men on small blocks, was that the main difficulty was the distance from a township where such men could carry on their usual work. The draining of some land by the State might be necessary. As to clearing land, so far as this referred to the Eastern districts, he would prefer that the clearing should be done by those who intended to settle on the land. This item for the development of agriculture was so important that he regretted the amount was not £250,000 instead of £40,000.

MR. LEAKE was glad to see there was a possibility of taking a division on this item, and if those who were opposed to the item did not carry their views against the Government he would be much mistaken. He would certainly vote for the amendment, and if any member on that (the Opposition) side went over and voted with the Government, that member should stop on the Government side, as no such member could call himself one of the Opposition. The danger of authorising the Government to buy land would be that the Government might buy support, because a man's feelings could be appealed to through his pocket, and, as a rule, that was his most tender point. Paternal care was evinced by the Premier and the Government for the Avon Valley, and the provisions in this item would open the door to political jobbery. To give proper effect to the proposed power of purchase, there should also be the right to resume land; and, if so, the country would have to pay through the nose for everything. Why should the Government go in for farming as a trading business? Who was to fix the value of the land to be purchased? If, for instance, the bargain was to be made between the Commissioner of Crown Lands and a member of Parliament, which of them would be likely to get the best of the bargain? Not the Commissioner of Crown Lands, certainly. The Government ought not to compete with private enterprise. This proposed power would also interfere with vested interests, and that should not be done unless some special principle was involved. As to providing cold storage in Perth, it would be an outrageous shame if the Government were to be enabled to step in as a

competitor and shut up the Ice Company's business. That company would have first to be bought out. It was also a shock to learn there was not enough Crown land available for those who wanted to settle in the country. Looking at this item as a whole, he was astonished that either the Premier or his colleagues could support such proposals as these. He would like to hear the real, the individual opinion of the members of the Ministry. Then the House would find out what force it was that compelled a majority in the Cabinet.

MR. CLARKSON said the hon. member for Albany did not know much about land settlement. For himself, he would say he had been trying all his life to make something out of land, but he found a great deal of hard work and very little pay. As to the proposed repurchase of land and the danger of influencing votes, he did not think many owners in the Avon Valley would sell their land at such prices as the Government were likely to offer. He did not know of any necessity for the Government to drain the land at present. He approved of an expenditure for clearing and ringing, and said the ringing would lessen the future cost of clearing by bringing the cost down to one-third or less. Clearing would induce settlement, as the majority of new settlers had not the means of clearing. Cold storage in connection with the railway would benefit both consumers and producers, and he was astonished that this project had not been carried out before. There was not much to object to in the item.

MR. LOTON said the development of agriculture should claim the serious consideration and hearty support of every member; but, as to the means proposed, were they such as were likely to develop agriculture? It was of little use attempting to force agricultural development while the class of people who intended to settle on land could earn very much higher wages at other employments which the Government were prepared, under this Bill, to provide for them. While the Government were spending about £700,000 a year in loan money, and about £500,000 more of ordinary revenue, and were creating a state of things which enabled the working men to earn 10s. or 12s. a day on public

works, and while, in addition, the goldfields were absorbing quite half the number of the adult population, what was the available working force left? How was it possible to expect, in these circumstances, that people would settle on the land and cultivate it for half the rate of pay they might earn if employed on public works?

THE PREMIER (Hon. Sir J. Forrest): What do you propose to do?

MR. LOTON said he would answer that in a few words. If the Government wanted to develop agriculture and viticulture, and all the products of the soil at a more rapid rate, they must go more slowly with the spending of borrowed money. That was his secret of improvement. They might force the rate of borrowing and spending money, but they could not force, beyond a moderate limit, the development of agriculture. The problem was how to induce people to cultivate the land, rather than take employment on public works or go to the goldfields. According to the proposals in this item, the Government had to confess they wanted to borrow money for buying land. Had they in view any particular blocks which they knew were in the market and would be desirable? If so, the information should be made known. But to ask for a general power of this kind was not sound policy. As to clearing land, unless intending purchasers were ready to take it up immediately, the money spent in clearing would be almost thrown away.

THE PREMIER (Hon. Sir J. Forrest): We think we could let it at once.

MR. LOTON said a settler could clear his land at less cost than the Government could do it for him; for the settler could supply his own labour, and save the interest which he would have to pay for any clearing done by the Government. He approved of the cold storage scheme, in principle, believing it was capable of doing considerable good to producers and consumers; but he thought this work could be provided for out of the ordinary revenue. Indeed, the current revenue should meet some of the smaller requirements of the Bill. The amendment would have his full support.

MR. SIMPSON moved that progress be reported, and leave asked to sit again.

Motion put and negatived.

MR. MORAN, in supporting the item, said he found himself day by day drifting into the conviction that the Government were more liberal and more democratic in their policy than were the Opposition in this House. He believed that many persons, after making money on the goldfields, would settle in the agricultural districts. Land was being repurchased in other colonies, and he instanced the purchase of a large pastoral property on the Darling Downs, in Queensland, and said every acre of it had since been sold to occupiers in small holdings. Yet in Queensland there was a larger proportion of rich land than in this colony, where the good land was in private hands. If it was wise to borrow money to build a railway, it was wise to go a step further and purchase land for settlement, in order to feed the railway with traffic. The proposals in this item would be recognised in future as being liberal, democratic, and progressive. If the Opposition were now in power, they would find the country languishing for some such scheme, and they would have to provide it. So far from this country having nearly reached the limit of production, the fact was that chaff and other produce were being imported largely, and the markets within the colony were extending so rapidly that some effort like the present was necessary for bringing the productions into line with the requirements. He saw in this item the first trace of a principle he had upheld, and that was the bursting up of large estates. If the Government were drifting in the direction of land taxation, they would find in him a warm supporter. But it was wise first to promote settlement and make the land fit for taxation, before putting a tax on land. As to cold storage, if the vested interest of a Perth company was nominal rather than real, no great hardship would be done by the Government in providing what was required. He hoped to see cold storage extended to the goldfield towns in connection with railways, thus conferring a boon on the consumers. He believed the Government intended to extend the benefits of the system, and surely if they did so this would be a great measure.

MR. MONGER said the hon. member for Yilgarn, according to the experiences with which he was continually favouring the House, must have been a little bit

of every trade, during his very long career. But he looked on the hon. member as one of those men who never owned an acre of land, and was never likely to own one. The hon. member gave them his experience upon agriculture, upon mining —

MR. MORAN said he was afraid there was going to be a repetition of those personal attacks, and he did not wish to be connected with the hon. member, because he had a reputation to maintain.

THE CHAIRMAN said the hon. member for York should confine his remarks to the item.

MR. MONGER regretted he was not in accord with the item, and did not think it was the duty of the Government to develop agriculture. The duty must lie on the individual to do all that was necessary in that direction. With the liberal land laws in existence, and with the proposed Agricultural Bank Bill, there would be all the facilities which could be reasonably necessary for enabling farmers to produce all that the country required. He would, however, like to see protective duties made more effective. As to repurchasing land, he would be pleased to see the Government bring in a Bill for purchasing back all the Crown land that had been sold, as was once suggested by the Commissioner of Crown Lands. After that, there would be no more talk of the bursting up of big estates. As one unfortunately interested in some of the large estates, he could only say there was not one owner of any large estate who would not be glad to accept for it the amount it had actually cost. The general idea was that, in the early days, a large amount of country was given to the settlers at 1s. 6d. an acre. It was a standing disgrace if they had to allow the admission that, out of this vast territory, only about ten million acres were worthy of cultivation and settlement. The proposed drainage of land must apply to the Premier's own constituency. A market for Perth might be very good; but the proposal to provide cold storage he looked upon as a "sop" to the member for Beverley. He gathered, from certain correspondence which had been referred to, that a Dairy Company was started with a capital of something under £100 paid up, and this great financial institution asked the Ice

Company for quotations as to the charge for cold storage. The quotations being afterwards considered too high, the Dairy Company then requested the Government to provide cold storage for them. That was the origin of this project; and if hon. members were going to support a little bit of a rotten concern of that sort, they were going beyond what was necessary in a Loan Bill. The Premier must have been led away by the fad of the hon. member for Beverley. It would be better to strike out this item and spend the money in some other way.

Progress was reported, and leave given to sit again.

MESSAGE FROM THE LEGISLATIVE COUNCIL—CAMEL LICENSES.

The following Message from the Legislative Council was delivered to and read by Mr. Speaker:—

"Mr. Speaker,

"The Legislative Council having this day passed the following resolution:— 'That, in the opinion of this House, all camels engaged in the carrying trade should be licensed,' presents the same to the Legislative Assembly for its concurrence.

"GEORGE SHENTON,
"President.

"Legislative Council Chamber, Perth,
19th September, 1894."

THE PREMIER (Hon. Sir J. Forrest) said the motion referred to in the Message was not moved on behalf of the Government, and there did not appear to have been any hon. member appointed to take charge of the Message in this House.

THE SPEAKER said the proper proceeding would have been for the hon. member who moved the motion in the Legislative Council to have arranged with some member of this House to bring up the Message for consideration. He did not think it was the duty of the Government to do so.

MR. SIMPSON asked whether it was competent for this House to receive such a Message without a prior Message from the Governor?

THE SPEAKER said he did not think it was irregular for this resolution to be sent from the Legislative Council to this House; but certainly the Upper House could not send down to this House a Bill

for any provision of this kind, because such Bill must originate in this House.

MR. R. F. SHOLL moved that the Message from the Legislative Council be taken into consideration at the next sitting of this House. He said it would be only courteous to consider any Message from the other House.

THE SPEAKER said he was of opinion that a reply to the Message should be sent to the Legislative Council.

THE PREMIER (Hon. Sir J. Forrest) said that, perhaps, on the next day the hon. member in charge of the Message might make other arrangements, and the matter could stand over for the present.

ADJOURNMENT.

The House adjourned at 11:35 o'clock p.m.

Legislative Council,

Thursday, 20th September, 1894.

Boyanup-Busselton Railway: contract date for completion—Government Service: employment in—Hospitals Bill: first reading—Constitution Act Amendment Bill: third reading—Adjournment.

THE PRESIDENT (Hon. Sir G. Shenton) took the chair at 4:30 o'clock p.m.

PRAYERS.

BOYANUP-BUSSELTON RAILWAY—CONTRACT DATE FOR COMPLETION OF.

THE HON. J. C. G. FOULKES asked the Colonial Secretary: What is the date fixed in the contract for the completion of the Boyanup-Busselton Railway?

THE COLONIAL SECRETARY (Hon. S. H. Parker): December 22nd, 1894.

GOVERNMENT SERVICE—EMPLOYMENT IN.

THE HON. J. C. G. FOULKES moved, "That all vacancies for employment in the Government service should be advertised in the *Government Gazette*." He said: As hon. members know, a great deal of interest is taken in the colony as to the position of Civil servants. The Government employ a great number of them, and the motion I have tabled deals with the question of their appointment. I am aware that a Civil Service Commission is sitting, and I asked a question as to when we are likely to have a report, but the reply I got was so vague that I am led to think the time will be very long before we get it. I, therefore, thought there was no necessity to wait. Another thing is that, perhaps, unless their attention is called to the matter, the Commission will not deal with it. At present, if any person wants employment in the Government service, he applies to the Minister or person in charge of the department. He gives his name, which is entered in a book called the Application Book, and I believe that in every department a great number of names are to be found in the books. Some of these names have been down for two or three years. The system may do very well for those who reside in Perth or Fremantle, and who are able to worry the Minister from time to time; but it is very hard upon those who reside in the country, and who have not the same advantages as those who reside in the towns. I was anxious to obtain employment for a young fellow a short time ago, but I was told that there was no vacancy: that was in the Works Department. They said they had dozens of names down, and that it would be useless to wait. Very soon afterwards I heard that a boy who had been getting eight shillings a week was given an appointment at £60 a year. I made inquiries, and found that he had a father and two or three brothers in the service, so that I easily accounted for the appointment. This system, of course, works considerable injustice on those who do not reside in Perth, and who do not know when vacancies occur. In this colony young men are at great disadvantages. It is not possible for them to enter the medical profession here, and