

it might be the means of inducing ships to draw in too close.

THE ATTORNEY GENERAL (Hon. S. Burt) said he knew something about the opinions of the other colonies on this point. At the Colonial Conference in 1887 he took the opportunity of asking them to contribute towards what he called a national object, but he was laughed at, and could not find one delegate who would even talk the matter over. They said they had their own lights to maintain, and that surely it was not too much to ask Western Australia to contribute one light in the interests of navigation generally. He was sure they would get no contribution from the other colonies.

MR. COOKWORTHY said he had no objection to the light, but he hoped it would be put up in the right place. Captain Archdeacon had stated that if the light was put up in the place the Government wanted it, it would do more harm than good. He knew the site proposed, and it was a good distance from the point of the Leeuwin.

THE TREASURER (Hon. J. Forrest): When Captain Coghlan was here he selected two sites, one at St. Alouarn Island and the other at Cape Hamelin. These were sent on to the Admiralty, and they approved of neither site, but selected another, and they could not be doing wrong in accepting the decision of so high an authority.

THE ATTORNEY GENERAL (Hon. S. Burt) said that Captain Coghlan had told him that at the Admiralty they had informed him that if they had seen him before deciding the matter, their decision would have been different, and they requested him to get the colony to refer the matter to him again.

The item was then passed.

Item 19:

Public buildings at Geraldton, Cossock and other Northern Ports, £9,000.

MR. PARKER: Why limit it to Northern ports?

THE TREASURER (Hon. J. Forrest): There are a lot of pressing wants.

MR. PARKER: Is there not still a sum of £1,200 standing to the credit of the Geraldton jetty?

THE TREASURER (Hon. J. Forrest): I do not think so.

The item was agreed to.

Item 20:

Grants-in-aid to Roads and Bridges, and Water Supply on Roads, £30,000.

Item agreed to without debate.

THE TREASURER (Hon. J. Forrest) moved that progress be reported and leave given to sit again the following day.

Question—put and passed.

The House adjourned at 11:50 p.m.

Legislative Assembly,

Thursday, 12th February, 1891.

Alleged ill-treatment of Patrick Power in the Colonial Hospital—Compensation for lands resumed by Midland Railway—Formation of Fruit-growing colonies in Western Australia—Loan Bill: further considered in committee—Estimates of Expenditure, 1891: further considered in committee—Adjournment.

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

PRAYERS.

ALLEGED ILL-TREATMENT OF PATRICK POWER IN THE COLONIAL HOSPITAL.

MR. CANNING: I wish to ask the Premier the question standing in my name—whether the Government propose to take any steps to ascertain the truth or otherwise of the allegations contained in a letter appearing in the "West Australian" newspaper of 31st January, and signed "Patrick Power;" in which the writer complained of the treatment to which he had been subjected in the Colonial Hospital? I think it is only due to the authorities of the Hospital and the public generally that this question should be asked. The Colonial Hospital is a very important public institution,—we cannot overrate its importance; and I think if there should be

any complaint made as to the way in which patients are treated, or as to the way in which that Hospital is conducted, that a full inquiry should be made, not only in justice to those who manage the institution, but also the public at large; and I shall be glad if a complete answer can be made to the allegations made in a public newspaper by the person signing himself "Patrick Power."

THE PREMIER (Hon. J. Forrest): I may say that the Government had taken steps to inquire into this matter before the hon. member asked his question, and the correspondence is on the table of the House for the information of members. From the report of the Colonial Surgeon every attention appears to have been given to the case.

COMPENSATION FOR LANDS RESUMED BY MIDLAND RAILWAY.

MR. PHILLIPS: I wish, on behalf of the Irwin freeholders, to ask the Commissioner of Crown Lands what compensation they will receive for lands resumed by the Midland Railway?

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion): In answer to the hon. member, I may say that Clause 5 of the Waddington agreement states that "Any compensation payable in respect of the lands so entered upon and taken by the Contractor shall be paid by the Contractor. The amount of such compensation shall be assessed by the Commissioner [of Railways], and in case of dispute shall be determined by arbitration in the manner herein-after mentioned." Clauses 72 and 76 refer to arbitration.

FORMATION OF FRUIT-GROWING COLONIES IN WESTERN AUSTRALIA.

MR. RICHARDSON, in accordance with notice, moved: "That in the opinion of this Assembly it is desirable that the Government should communicate with the Messrs. Chaffey Bros., of Victoria, with the view to arrange for a visit of one of them, or their deputy, to this colony, and ascertain their opinion as to the facilities and natural advantages possessed by this country for the formation of fruit-growing and pre-serving colonies, similar to that now being established at Mildura." The hon. member said he should not detain

the House long, as he knew they were anxious to proceed with the Loan Bill, but he should like to say a few words in support of the motion. Possibly many members might think it a rather unimportant motion. Perhaps it was; but it was quite possible that it might, if carried into fruition, bring about results of greater importance than some members might imagine. They all knew, or a great many of them knew or had read various accounts of the marvellous results that had even already been obtained from the establishment of irrigation colonies at Mildura, in Victoria, and Renmark in South Australia, and more particularly the former. What might be the measure of the future success of those establishments no one at present could say, but he believed that the Chaffey Bros., with their previous experience in California, were not the men to enter upon such a vast undertaking without knowing pretty certain what the end would be. But this we did know: that the result of their efforts so far had been to establish, and firmly establish, something like 5,000 people on the soil, and on a very small area of soil, which was formerly considered to be one of the most arid portions of Victoria, and only regarded as suitable for sheep. This was but a very slight earnest, he believed, of the future development of this grand scheme of colonisation. As to our own colony, he was of opinion that we had many localities in Western Australia as well if not better suited for the formation of such colonies than either Mildura or Renmark. Nor did he stand alone in that opinion; he was supported in it by the opinions of many practical men who had travelled through the colony. But they all knew it was very difficult to persuade people who had no great faith in the colony that such enormous results were within the range of practical possibility in poor Western Australia; and the object of the present motion was to get the opinion, the authoritative opinion, of somebody who had a world-wide reputation in connection with such matters, and whose opinion would carry weight, not only in the colony but also outside the colony. Half a dozen words from such men as the Chaffey Bros., after a personal inspection of the country, would do more to convince people of the

potential wealth in our undeveloped soil than hours of talking on the part of himself or any other local man in that House or out of it. He did not wish to pledge the Government at present to spend any sum of money, in connection with this matter; but he thought that two or three sheets of foolscap and a little ink would not be badly spent in ascertaining what could be done. Should it be found desirable hereafter, they might invite one of these gentlemen or their representative to visit the colony. One of the Messrs. Chaffey was then on a visit to England, and possibly on his return he might be induced to call here. He knew that members were pretty well surfeited with figures lately, what with loan schemes and loan schedules, but he should just like to mention this one little fact in connection with fruit cultivation: £50 an acre was by no means an extravagant yield from a properly cultivated fruit plantation; and if we could get, say 20,000 acres of such land under cultivation, the annual output would represent something like £1,000,000 annually. He mentioned these figures simply to show the immense latent wealth that lay within the soil, requiring only practical skill, and intelligence, and energy to bring to the surface. It was unnecessary for him to detain the House; he believed the motion commended itself to every practical man who knew anything about the capabilities of the colony for such an experiment as he had in his mind. The first step, however, was to endeavor to find out whether there was any probability of our being able to induce one of the Messrs. Chaffey, or a deputy, to visit the colony, and report upon its capabilities in this respect. The motion did not commit the Government to anything more at present.

Mr. THROSSELL said he had much pleasure in supporting the motion, not so much that he regarded it of importance to demonstrate the possibility of establishing irrigation colonies here for fruit-growing purposes, because the capabilities of the soil and climate for fruit cultivation had already been clearly demonstrated, even without any irrigation schemes whatever. The cultivation of the vine and other fruit, he was glad to say, was during the last two or three years becoming more and more the mainstay

of some of our settlers in the district which he represented. One of them estimated his income this year from this source at £1,500; last year it was £1,000; and he was glad to say there were other settlers waking up to the importance of the fruit industry. No doubt a visit from the Chaffey Bros. would do the colony good, if it only opened their eyes to the capabilities of the country for this industry; and if one of these gentlemen did visit the colony he hoped his attention would be called to the importance of the Avon river for purposes of irrigation. Yet, here they saw the curious spectacle of three townships carting their water, with a fresh-water river at their door. If this river water could be properly utilised and conserved, there could be no reason why they should not all follow the excellent example of his hon. friend the member for Beverley (Mr. Harper) at Woodbridge, whose irrigation works were well known to many of them.

MR. CANNING said it seemed to him that the mover of this resolution had overlooked three very important considerations. In the first place he seemed to have ignored the fact that the undertaking of the Chaffey Bros. in Victoria was purely a commercial undertaking, which owed its success entirely to an extensive system of advertising. In the next place the hon. member seemed to have overlooked the fact that the members of that House and the people of this colony generally knew quite as much about the resources and capabilities of the colony as a fruit-growing country as any of these enterprising gentlemen from America could show them. In the third place the hon. member appeared to have forgotten the fact that if one of these gentlemen came here at our invitation he would expect to be paid something for his trouble; he would hardly come here in a philanthropic spirit to show the people of Western Australia how to extract profit out of their soil. If he came here to teach them anything he would expect to be paid for it, and handsomely paid probably. We had gone far enough, he thought, in the expenditure of money already, without going any further at present; he should therefore most decidedly oppose such a project as the hon. member contemplated.

He considered it entirely unnecessary, knowing as we already did the capabilities of the colony as a fruit-producing country, without paying for a visit from any enterprising gentleman to come here from America, *via* Victoria.

THE PREMIER (Hon. J. Forrest) said if the motion were carried it would be necessary to place a sum on the Estimates to cover the expenditure that must be incurred, if the motion was to lead to any practical result. It would be useless to communicate with Messrs. Chaffey Bros. unless we were prepared to carry the matter out, and he supposed it would cost about £1,000 to get one of these gentlemen to visit the colony and report upon its capabilities in the direction indicated by the hon. member for De Grey. He was not at all opposed to the motion, in so far as he believed the lands of this colony could be turned into very much more profitable account by means of irrigation than without it. At the same time he hardly thought this was an opportune time for bringing over these gentlemen. He thought it would be a good thing if some of the members of that House were to visit Mildura or Renmark, and see for themselves the system of irrigation adopted there; and, as some of them would shortly be visiting the other colonies in connection with the Federal Convention, it would be a good thing if they were to avail themselves of that opportunity for making a personal visit to one of these irrigation colonies. He had promised himself that he should visit either one or the other of them very soon. Two or three experienced colonists visiting these places, and seeing for themselves, would perhaps do us more good than a visit from one of the Chaffey Bros. to this colony. He did not think those gentlemen would come here to look at our country and report upon its capabilities—unless with the view of starting an irrigation colony of their own—without being paid for their services. As to entering into correspondence with them, of course that could easily be done; but there would have to be something more done to ensure any practical result. He was quite in accord with the desire and the object of the hon. member, and perhaps if he (the Premier) would undertake to write to the Messrs. Chaffey Bros., and

also if possible visit these irrigation colonies, the hon. member might let it stand until the House met again. He did not know that there was any urgent necessity to deal with the matter immediately.

MR. HARPER said he certainly was surprised at the criticisms of the hon. member for East Perth (Mr. Canning.) The hon. member told them certainly what they were all aware of before—that the members of that House and the people of the colony were as well able to express an opinion as to the capabilities of the country as any members of Messrs. Chaffey Bros.' firm. That was not the object in view. The object in view was to discover how best to turn those capabilities into profitable account. It might be said that fruit growing as an industry was quite a new industry in Australia, and certainly so in this colony. What was required was a system of working a fruit colony on an extensive scale, and so reducing the cost of production as to make the industry a profitable one. In America the industry had been a flourishing one for years, and it was really wonderful to see the results of systematic irrigation in places where the land formerly was of little or no value. In California, land which formerly was an arid desert worth a dollar an acre was now sold at £100, as the result of irrigation and fruit cultivation. It was well known that there was hardly a limit to the market for fruit, preserved or otherwise. The European markets were even now insufficiently supplied, and Europe's extremity should be Australia's opportunity. We had here a climate and a country specially adapted by Nature for the production of fruit, and we might also say we had almost the whole of the markets of the world open to us for several months in the year. But it was only by combination, by systematic irrigation, and an elaborate system of cultivation that the industry could possibly be made a profitable export; therefore, he was strongly of opinion that something should be done in that direction. It was a matter that required some years of preparation, and the sooner we started about it in a systematic manner the better. As to the suggestion of the Premier, that a lot of money would be required to carry out the present resolution, he could not agree with him. These gentlemen (the Chaffey Bros.)

were in Victoria a couple of years before they entered into any scheme, and, while they were there, the South Australian Government, seeing there was great value in their scheme, gave them a concession of land; and, since then, the New South Wales Government had also stepped in and made an agreement with them for establishing an irrigation colony in their territory; so that, if we erred at all in this matter, we should err in very good company.

MR. CLARKSON really could not see that we should gain very much from a visit from one of the Chaffey Bros. We knew perfectly well that we had thousands of acres of land in this colony that would produce fruit of any kind; what we wanted was to introduce a class of men who understood how to work the industry to advantage.

MR. COOKWORTHY, though not opposed to the principle of the motion, begged to remind the House that Mildura was not much of a success until they had a railway. [MR. HARPER: They have no railway.] Then a railway not being in existence must be a great drawback to the undertaking. As yet we had no railway to the principal fruit-growing districts of the colony—the Southern Districts; and he thought this scheme of the hon. member for the DeGrey was rather premature. He thought it would be better to wait until the Premier returned from the other colonies, when the hon. gentleman might be able to give them some information on the subject.

MR. RICHARDSON said if it was the wish of the House, he had no objection to withdrawing the motion for the present. His object had been simply to call the attention of the House and of the Government to the matter. The hon. member for East Perth had twitted him with having overlooked three important considerations. He assured the hon. member he had overlooked none of them, except one, and that was the hon. member's contention that any member of that House knew quite as much as Chaffey Bros. about this subject. He certainly did overlook that fact—if it was a fact. Possibly the hon. member himself, with his vast practical knowledge of irrigation and fruit culture, might know as much about it as the gentlemen who estab-

lished Mildura and Renmark did; but, speaking for himself personally, he must admit that he made no such pretensions; nor did he suppose any other member of the House did, except the hon. member for East Perth. But, even supposing we did know as much about these matters as the Chaffey Bros. did, the question came—where was the capital to come from for initiating and carrying out such a scheme? His idea was that this resolution should eventually lead to business, and that these “enterprising gentlemen from America” might be induced to start operations here, as they had in the other colonies. Probably there were no persons in the world more capable of carrying out such a scheme into fruition and success.

Motion put and passed.

LOAN BILL (£1,336,000).

The Schedule of this bill was further considered in committee.

Item No. 8 (consideration resumed from February 11.)

Harbor Works at Fremantle, including extension of jetty and improvements to approaches, £150,000.

MR. PARKER: Mr. Randell, perhaps as it was at my instigation that this item was postponed the other day, it will be expected from me that I should say a few words on the subject. When I moved to postpone it, I did not do so with any idea that harbor works at Fremantle were unnecessary. I fully recognise the necessity for some scheme of harbor improvements at Fremantle. In fact, I am sure it will be in the recollection of my hon. friend, the Commissioner of Crown Lands, that when it was mooted, some years ago, that a sum of £105,000 should be included in the Loan Bill for harbor works at Fremantle, I moved to increase the item to £200,000. And I may say that if I had had the opportunity of framing the Schedule of the present Loan Bill, Fremantle harbor works would have occupied a much more prominent position on the Schedule, and the amount would have been much larger than it is. At the same time, I must say that some of the other items would not have appeared on the Schedule. When I moved to postpone this item the only question that occurred to me was,

firstly, whether the House ought to accept Sir John Coode's scheme, as it is proposed to accept it, and commence the work with the view of completing it according to Sir John Coode's design; and, secondly, whether in view of the large amount of expenditure we had already sanctioned, we would be justified in voting this £150,000 for these works at the present time. I have come to the conclusion, with regard to Sir John Coode's scheme, that there is virtually no other scheme before the country at present, and, if we propose to go into harbor works at all I see no other way in which we can spend the money than upon that scheme,—unless we propose to invite some other eminent marine engineer's opinion on this question. I do not suppose we intend doing that. As to Sir John Coode's scheme, although I must say I have not such perfect faith in it that I imagine it is going to be the great success contemplated by some persons, yet I doubt very much whether we could get a much better scheme by employing another engineer. Therefore I do not take much exception to the proposition of the Government, that in commencing harbor works at Fremantle we should commence with Sir John Coode's scheme. As that scheme was not explained at any length by the Colonial Treasurer when he moved this item, I may say for the information of hon. members who may not be conversant with it, that the scheme is one that consists of a root, a viaduct, and a pier. The root would be formed at Arthur's Head, by excavating the material there; and, a wall or abutment having been formed, the viaduct would start from that abutment, and extend for a length of 1,600 feet practically in the direction of the Beagle Rocks, terminating in 20 feet at low water. From the outer end of this viaduct it is proposed to construct a concrete pier, the harbor face of which will be adapted for berthing. This is what Sir John Coode calls his "minor" scheme; it is capable of further extension hereafter. The minor scheme will not accommodate the ocean mail steamers, though its estimated cost is £448,000. To make it accommodate the "P. & O." and other mail steamers will cost another £545,000, according to Sir John Coode's estimate, or about a million of money

altogether. I think we need not trouble ourselves much about that, for in the course of not many years I hope we may see the mail steamers calling at Fremantle. But his minor scheme when completed will accommodate all ordinary vessels trading here; Sir John Coode himself thinks it will provide all the accommodation which will be necessary during the present generation, and he estimates it will take some eight or ten years to complete it. He estimates the cost, as I have already said, at £448,000; so that we must look forward to borrowing a great deal more money to complete the work, when we spend this £150,000; for to start the work and not continue it would be simply to throw the money into the sea. I think we may safely place the cost of this minor scheme of harbor works at half a million of money, including the necessary dredging plant. It may be said that we have already voted money for a Dredger; but, I take it, that will be required elsewhere and would not be available for these harbor works. So that the committee will see we are embarking in an expenditure of some half a million of money. I only hope that estimate will not be exceeded. While speaking on this subject, after inspecting the plan that has been laid on the table, I cannot but think that the Government are making a mistake in proposing to continue the jetty as they do. It will be observed that this jetty will run right across the proposed harbor in the direction of the southern end of the solid pier, and that it will occupy ground intended for the berthing of vessels in safety. In fact it will bar the approach to the pier itself. [The TREASURER: It won't go far enough for that.] It certainly appears to me it will occupy a considerable portion of the space that would be required for harbor accommodation; and I very much fear if the jetty is extended as proposed it will be found hereafter that it will have to be removed. I understand that some £20,000 is proposed to be spent on this jetty; and there is some difference of opinion whether after all it will be of much value or not. In view, therefore, of the fact that when these harbor works are constructed they will do away with the necessity for the present jetty—as all ships will load and discharge at the solid

pier, with its two lines of railway—I cannot but think it would be wise on the part of the Government to refrain from spending any money on the extension of this jetty. I only regret now that another item that was passed yesterday was not postponed; I refer to the Geraldton jetty. I find on reference to Sir John Coode's report that his estimates as to the cost of this structure, and also as to the depth of water it will give, varies considerably from the report of the late Director of Public Works (Mr. Wright). Mr. Wright, who appears to have gone carefully into the question, estimates that an expenditure of £25,000 will only take the jetty head into 14ft. 3in. of water, at a distance of 800ft. from the shore; and that, in order to make it available for loading wool ships and other large vessels, it will require to be carried out an additional 1,300ft., by which 18 feet of water could be obtained. In Mr. Wright's opinion, the total cost of this would not be less than £50,000. Therefore, I hope the Government will not proceed with this work without the further consent of this House.

THE TREASURER (Hon. J. Forrest): I merely wish to point out that it is imperative we should lengthen the jetty at Fremantle, to some extent at any rate, in order to meet our present requirements. These harbor works will not be completed in a day, nor in a year, and, meanwhile, we must find some accommodation for the shipping. As to interfering with the proposed berthage, even if we extend the jetty to 24 feet of water it will not reach the berthing ground of the proposed harbor. I agree with the hon. member, that if we could stop all shipping business at Fremantle, while these harbor works are being constructed, it would be as well, perhaps, to leave this jetty as it is; but, in the meantime, it is absolutely necessary to extend it into deeper water for the convenience of vessels now trading with the colony. With reference to what the hon. member says as to the Geraldton jetty, we all know that "doctors disagree," and why should not engineers have the same privilege? We have before us Sir John Coode's estimate, and we have also the remarks of the late Director of Public Works; and what the hon. member has said is perfectly correct. The late Director of Public Works says

it will cost a great deal more than Sir John Coode's estimate. What are we to do? I only know this, that some improvements in the shipping accommodation at Geraldton will be absolutely necessary, whatever it costs, when we have the Midland Railway running into Geraldton, and also this Mullewa Railway, taken in conjunction with the present line to Northampton. The present shipping facilities are altogether inadequate; in fact they cannot be called facilities at all. Even small coasting craft are unable to go up to the jetty; so that we must do something. Members may be assured we will do the best we can with the money at our disposal, and, if we want more, we will come to them and explain our position, and ask for what further sums may be necessary.

MR. SCOTT: I do not intend to speak on this subject as an engineer, marine or otherwise; I would simply remind hon. members of this fact: this House has had under its consideration the making of a harbor at Fremantle for I don't know how many years past. Over and over again the question has been debated in this House; and, so far as I recollect, when Sir John Coode came, the House agreed to abide by whatever opinion that eminent marine engineer arrived at. We know that other schemes have been suggested, and amongst others the opening of the mouth of the river, and probably that might be done. We know the Government are already making some provision to test that scheme, and I do not understand that these other works now contemplated will prevent the mouth of the river from being opened, should it be found desirable or necessary to do so. I think in common fairness to the port of Fremantle, and bearing in mind that this amount was re-appropriated some years ago, we are bound to agree to this item: I think the House is virtually pledged to it, as it is also pledged to abide by Sir John Coode's advice after he visited the colony. I do not think it would be wise to consult any more engineers, marine or otherwise. It is about time we now took some action, so as to make Fremantle a port of good repute. We have been consulting various engineers for years past. It reminds me of a sick man calling in one doctor after another, and not acting upon the advice

of any of them, and finally dying in consequence of his indecision. That is about the position of the port of Fremantle, and, if we really intend to do anything to improve it, let us do so without further delay, and give the patient a chance. We must put some confidence in the Government. They come forward with a scheme which has been recommended by one of the highest living authorities on marine engineering, and, unless we have something better to offer, I think we are bound to support the Government in this matter. For my own part I feel I am justified in doing so, feeling sure they will take care to do what they consider is best in the interests of the colony generally.

MR. RICHARDSON: There can be no doubt that this House is surrounded with difficulties, and it appears to me it always has been—whether it always will be I cannot say—in dealing with this vexed question of harbor works at Fremantle. It appears to me we have now arrived at that stage in the history of the question when we are bound to come to some decision, one way or the other. Two or three courses are open to us, and one of these we must adopt. We must either make up our minds that we are not going to have harbor works at Fremantle, or we must make up our minds that we are. We must also make up our minds whether we are going to adopt Sir John Coode's scheme, or whether we are going to stick to the river and try to upset Sir John Coode's theories, at the risk of a little money, perhaps. Or, we must abandon the river scheme altogether, and accept the scheme now before us. Then comes the question, whether we should commence these works now with £150,000, or whether we should wait until we are ready to carry out the work to completion. It appears to me that in the interests of Fremantle, and more or less of the colony at large—because this is a question that does not concern Fremantle alone; I think it is rather unfair to endeavor to localise it, for a question that affects the improvement of the harbor at Fremantle indirectly affects all parts of the colony that do their business through the port of Fremantle;—then I say that, not only in the interests of Fremantle, but of the whole of this part of the colony, it

is imperative that some scheme of harbor improvements should be carried out. We must trust the Government to this extent—that they will get some reliable professional advice on the subject, before embarking upon these works on their own responsibility. I trust that ere long they will have their own Engineer-in-Chief to consult with; in the meantime we must trust them that they will not foolishly and unreflectingly throw this £150,000 into Sir John Coode's scheme without any definite idea as to how far it will go, and how long we shall be before we are able to complete these works, or whether we shall be able to complete them at all. If we commence the work, I hope we shall make up our minds that out of the next loan we shall be prepared to allot a sufficient amount to complete it. As to the proposition of the Government to endeavor to open the mouth of the river, in the face of Sir John Coode's adverse opinion, I rather admire their pluck in the matter; it is just possible they may be successful in their efforts. If they do succeed, I consider that a debt of gratitude will be due to them from the whole colony. As to the proposed breakwater, we must trust to them to try and find out whether the work cannot be done on a cheaper but equally effective scale than that recommended by Sir John Coode. On these grounds, I do not see how we can vote other than for this item on the Schedule.

MR. CANNING: I feel I can express an opinion with more confidence on this question of harbor works at Fremantle because I have no personal interests in the matter. The hon. member for York has really indicated—although not expressly stated—what appears to me to be the right view to take of the whole question. He said this matter had been under consideration for a very considerable time, and that it had been decided to have the best possible advice on the subject, and that, consequently, Sir John Coode had been invited to come here to make a personal examination of the harbor, and to report upon the best scheme of improvements. He did so, and we really have no reason to challenge the good faith of the opinion he has expressed. That opinion may not have been wholly palatable or agreeable. We know people are inclined to be a little

hopeful and sanguine, especially if they have any pet scheme of their own; and, if Sir John Coode's scheme was not altogether in accord with our preconceived ideas on the subject, I do not think we can blame Sir John Coode. Sir John Coode could not alter the conditions he found existing here, and he framed his report in accordance with those conditions. As to the river, members are aware that the bar of Swan River is very much in the position of other bar harbors on the coast of Australia, subject to the contending action of ocean currents and river tides, and it would appear that the effect of these conditions, if you remove the bar, is that shoals will form outside the bar, so that, by no means that could be suggested could a permanent entrance be made to the river so as to afford harbor accommodation inside the river bar. That, at any rate, was Sir John Coode's opinion. If it can be shown that it was an erroneous opinion, I for my part should be very glad indeed. But we should not be justified in placing aside a carefully deliberated opinion such as Sir John Coode's, and setting up the opinions of people who certainly have not the same claims to our consideration with regard to these questions as he has. Sir John Coode proposes two schemes, a minor and a major scheme. One, as the hon. member for York has stated, will afford a limited accommodation for shipping of a certain class, while the other will afford accommodation for first class ocean mail steamers. It seems to me that with the hopes we entertain with regard to the future of this colony, we should do far better to at once grapple with the greater question of endeavoring to make Fremantle a port of call for the largest ships afloat. Sir John Coode has suggested a means by which this desideratum could be accomplished; and I think that in view of the hopes we entertain with regard to the future progress and development of the colony, and with the reasons that we have to be even a little sanguine as to that future—I think in view of these circumstances we should be justified in endeavoring to carry out the larger scheme. I understand that the proposal of the Government at the present time is to provide, temporarily, a certain amount of increased accommodation at Fremantle with the ulterior view of taking further

means for making that port what it ought to be, the principal port of Western Australia. I do not think that anyone who has fairly considered the position of the colony and the position of its ports will deny that Fremantle possesses many great geographical advantages,—it has, certainly, advantages over any other port Southward of Fremantle, in that respect; and, in its relation to the most populous parts of the colony, it certainly has greater advantages than any port lying Northward of it. And as we cannot expect to have a first class port at every few miles, or even every few hundred miles, I think we should be justified in concentrating our efforts in making one great port for the colony, and that is the port of Fremantle, situated as it is in relation to that part of Western Australia which must certainly be the home of a great European population, or a population of European settlers. Therefore, taking the present proposal of the Government as the initial step in this direction, though for the time being a temporary expedient, I feel bound to support it.

MR. TRAYLEN: One argument that might be mentioned as a strong one in favor of the proposal of the Government is to be found in the communications lately received from persons in England interested in the shipping trade with this colony, pointing out to us that unless we take some steps to provide improved accommodation for their vessels, they must either take their vessels off this line of trade, or increase the price per ton at which they will be disposed to carry our cargo. That is a point which this House may well take into consideration in determining whether it will agree to this expenditure or not. On reference to the Blue Book I find that the sailing tonnage at Fremantle in the year is about 25,000 tons, and the steamer tonnage about 7,000 tons; so that the interest upon this sum of £150,000 proposed to be expended in harbor improvements will only be about 4s. per ton on the tonnage of the present shipping. I do not know that it is unreasonable to suppose that if we give increased and improved accommodation for these trading vessels, we shall obtain our goods at 4s. per ton less; so that it will be nothing out of our pockets at all if we spend this sum of money. That, I think, answers the objection that has

been raised as to the extension of the present jetty. I should indeed be glad if we could save that £20,000 and expend it upon Sir John Coode's scheme; but we are met, I think, with this fact, which cannot be got over, that there is only a given rate of progress at which Sir John Coode's harbor scheme can be carried on—he himself estimates it will take eight or ten years to complete the work—and that in the meantime it is absolutely necessary that some improved accommodation should be provided for the shipping, so as to enable vessels to come alongside to load and discharge. With respect to the adoption of this particular scheme as against other possible schemes, I would just remark that Sir John Coode has done at Fremantle very much what he did at Colombo,—taken advantage of that portion of the shore that juts most into the sea, nearest to the deep water he proposes to enclose; and no one, I take it, can make the land any nearer to the deep water than it is at present. So that whoever comes will have to provide something at any rate as long in length as that proposed by Sir John Coode. Therefore, allowing the Government a free hand in the execution of this work—as to the possibility, for instance, of adopting some such improved method of harbor construction as that suggested by the hon. member for York—leaving the Government a free hand as to the details of the scheme, I think there is nothing fairly open to us but to accept the proposal of the Government; therefore, I shall be glad to support them in this item.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marnion): The general tone of the debate to-night has been such as to afford me a great deal of satisfaction. As one of the representatives of the town of Fremantle for many years past, it might be naturally expected that I would take a deep interest in the consideration of the question which the committee has had before it this evening. Most of those who have known me for a number of years are aware of the fact that I have devoted a considerable amount of time and attention to the subject of harbor works at Fremantle. Many members who have had seats in this House for some years past have—I was going to say had the pleasure, but I won't say that

—have been compelled to listen to me on more than one occasion, and more than a few occasions, dilating upon the advantages and the necessity of improved harbor accommodation at Fremantle. The pages of *Hansard* for years past have been full of it. Some few years ago I thought that the object of my desires was about to be attained. That was when, in the Loan Bill of 1884, a sum of £105,000 was appropriated for this work; but I was again doomed to disappointment. I need not trace or retrace the history of this question. Members are aware that after years of discussion it was finally decided to refer the question to that eminent marine engineer Sir John Coode, who made a report on the subject. Some people being somewhat dissatisfied with that report, and the financial position of the colony at that time not being a very flourishing one, a resolution was proposed by my hon. friend Mr. Burt to the effect that it was inadvisable to enter upon the work in the then position of the colony. Some years elapsed, and when the Loan Bill of 1884 came on it was decided to request Sir John Coode to visit the colony and again report on the subject, and it was then agreed that this £105,000 was to be expended in the way that Sir John Coode would recommend. The necessities or requirements of the colony, however, caused a certain strain on its financial resources at that time, and the £105,000 appropriated for harbor works was diverted and expended in other directions; and, when the report of Sir John Coode was received, the greater part of the money had been spent; and the Legislative Council of the day arrived at the conclusion that it would be inadvisable then to expend any portion of the money on these harbor works. However, the necessities of Fremantle became greater and greater each year, and, in 1887, a resolution was moved in the Council by the then Engineer-in-Chief of the colony (Mr. Wright) to the effect that Sir John Coode's report be adopted as the basis of future harbor works at Fremantle. That resolution was passed by a majority of six votes, thereby, to some extent at any rate, pledging the then Legislature, if not future legislatures, to the adoption of Sir John Coode's scheme as the basis of any works to be undertaken for improving

the harbor at the principal port of the colony. There can be no doubt whatever in the minds of members as to the necessity of improving the harbor accommodation at Fremantle. The hon. member for Greenough has this evening made allusion to the serious complaints which have recently been made by the owners of certain English steamers that call here with cargo *en route* to the other colonies. These owners tell us plainly that unless some improvement is made in the present accommodation and facilities for discharging their cargo they must discontinue allowing their steamers to call at Fremantle at all. I need hardly point out what a blow that would be to the merchants and traders of the colony—not of Fremantle only, but of the colony. Not only would it be a blow at Fremantle but a blow at the good name of the colony generally. Members are as well aware as I am that this question is viewed as one of vital importance in commercial and shipping circles in London, and the present Government feel that it behoves them to take immediate steps to remove this stain that has been resting on the port of Fremantle for so many years. I had some elaborate notes prepared for this evening, but, seeing the favorable tone of the debate I do not think I need have recourse to them. I was particularly pleased to witness the change that had come over the spirit of the dream of the hon. member for York. I was pleased to find that, as regard this question at any rate, the hon. member (as he told us the other evening) was getting wiser as he got older. It certainly is surprising to me the amount of wisdom which the hon. member has gained since this question was before the House last evening; and I congratulate him upon the frank and honest way in which he has indicated the change of opinion on his part. It has been suggested—though not seriously, I think—that we should refer this question to some other marine engineer than Sir John Coode. I should like to ask what would be the result if the two authorities disagreed. I suppose we should then have to call in the services of an umpire, and the question would go on for ever. As the hon. member for Perth (Mr. Scott) has said, we have already consulted a great many doctors, in the shape of marine engineers, with regard

to this particular patient, and the present Government now feel that it is high time some decisive action were taken, and we proposed to stand by Sir John Coode's scheme as being the only scheme really before the public, upon which any Ministry could undertake the responsibility of so large an expenditure of money. Sir John Coode, I think, did wisely in suggesting an alternative scheme that will meet our more immediate requirements, while at the same time capable of extension and expansion in the future. I have not the slightest doubt, in my own mind, that when the time comes for the adoption of this larger scheme the position of the colony will have improved to such an extent that we shall have no difficulty in finding the means to carry it out, and (in the words of Sir John Coode himself) to convert the port of Fremantle into a first-class mail station, capable of accommodating the largest ocean-going steamers, in all conditions of weather. The hon. member for York told us that the dredger, for which provision has been made on this Loan Bill, cannot be utilised for these harbor works at Fremantle. I differ with him there. If this is the right kind of dredger, I think, after working it for a time at Albany and some of our Northern ports, it might be set to work at Fremantle deepening this inner harbor. The hon. member also said he only hopes that Sir John Coode's estimate will not be exceeded. I do so, too; and I believe it won't. I consider that the reputation of Sir John Coode is such that it ought, at any rate, to save him from any covert attacks at the hands of any member of this Assembly; and, when I find these words in his report, I feel that his estimate is not likely to be much exceeded: "I estimate (he says) the cost "of the foregoing works—root, viaduct, "and pier, with railways, moorings, and "special plant complete, at £448,000." And he adds these words: "This sum is "based on liberal rates, and would, I "believe, be found amply sufficient. It "includes an allowance for contingencies, "and also engineering, local supervision, "and all establishment charges." I think when we have here the word of a man like Sir John Coode, who has given the fullest possible consideration to the subject, it would be very unfair on our

part to question the accuracy of his figures. One hon. member hoped the Government would not be so foolish or so unreflecting as to pitch this money into the sea. As for foolishly doing it, I do not think we shall do that. As for unreflectingly doing it, we have been reflecting over this matter for the last twenty years. Does the hon. member wish us to continue reflecting over it for another twenty years? The hon. member for East Perth spoke of the advantageous geographical position of Fremantle. I think there can be no doubt about the splendid geographical position of that port, in relation to the whole of Australia; and, all we want is to do for Fremantle by means of Art what Nature has done for Albany. As to improving the river entrance, Sir John Coode, who gave the question his anxious and careful consideration, considered the scheme if not impracticable at any rate open to the gravest objection, owing to the limited volume of tidal and back-water available. Further on in the same report he says: "A reconsideration of this question, now that I have had an opportunity of personally examining the site and of studying the further data which have been provided, has tended to confirm the views expressed in my report of 1877, namely, that the conditions are so adverse that it is quite impracticable to treat the existing entrance to the Swan with a view to the formation and maintenance of a deep-water approach from the sea with any degree of success, and that any operations of this character, except to the limited extent to which I shall refer to hereafter, would be attended with failure and disappointment." I think that is sufficiently strong. Again, on a third occasion when the matter was referred to him, he gave his opinion against it in even stronger terms; so that I hardly think, taking all these circumstances into consideration, it is necessary for me to waste further words in endeavoring to prove that the Government have acted wisely in adopting the course they have in this matter. I know that some persons are of opinion that this money will be virtually thrown into the sea. I am of a different opinion, and I believe that by the time this work is completed the shipping at the port of Fremantle, and business generally, will

have so increased that the slight additional charge which this expenditure will involve will not be felt at all. The revenue that will be derived from these harbor works, before many years are over, will pay the full interest on the money invested in the work; and, if it does that, it will do more than any other work in this colony—except the present jetty at Fremantle—constructed out of loan money.

MR. PEARSE said it gave him great pleasure to support this item. For the last twenty years he had strongly advocated these works, and it was a source of great satisfaction to him to think that his hopes were at last likely to be realised. He congratulated the Government upon their scheme, and he wished them every success in their undertaking.

MR. R. F. SHOLL said he did not think he could congratulate the Government. Already the Schedule of this bill had amounted to a very large sum of money, and they now proposed to spend another £150,000, and, not only that, but to commit the country to an expenditure of half a million of money on these harbor works. It was true that this expenditure might extend over a number of years; but the question to some people's mind was, whether when this money was expended we were likely to obtain the benefits which the advocates of this scheme expected. He only hoped it might be so. But it was a question which only the future could solve. He would himself have preferred to have seen a larger portion of this amount devoted to opening up the mouth of the river, and he believed the time would yet come when attention would have to be given to that work, as to which it remained yet to be proved whether it would not be more economical and better in the interests of Fremantle than this outer harbor scheme.

Item put and passed.

Schedule agreed to.

Preamble and title agreed to.

Bill reported.

ESTIMATES OF EXPENDITURE, 1891.

The House went into committee of supply for the further consideration of the Estimates for 1891.

Treasury, £2,120:

Agreed to, without comment.

London Agency, £2,000:

MR. RICHARDSON asked the Colonial Treasurer whether he anticipated being able to make any fresh arrangements with regard to this Agency, or whether the old arrangement would hold good for some little time longer?

THE TREASURER (HON. J. Forrest) said they had a despatch from the Secretary of State informing them that the Crown Agents, under the present form of Government, could no longer transact the business of the colony in England, but the Secretary of State had consented to allow the Crown Agents to act for us until we made other arrangements.

MR. RICHARDSON: Then I presume this amount is to pay for an Agency of our own.

THE TREASURER (HON. J. Forrest): The intention of the Government is to make arrangements for establishing an Agency of our own. We have made no arrangements whatever as yet, and we are relying upon the Crown Agents, until we shall have an opportunity of looking into the matter. When we have succeeded in making fresh arrangements this vote will be available to meet the necessary expenditure.

Item passed.

Customs, £9,583 16s. 7d.:

MR. A. FORREST asked for some explanation as to why it was proposed to raise the salary of the Collector of Customs from £450 to £600?

THE TREASURER (HON. J. Forrest) said there were certain changes contemplated, but they had not been made, in the Customs Department. The post of Principal Collector of Customs was one that was second in importance to none in the colony. There was a great deal of responsibility attached to it, and a large amount of revenue passed through this officer's hands. He had subordinates all over the colony, and the duties of the office were very important duties; and he had always thought that the salary at present attached to it was very low indeed, and quite inadequate for an officer charged with such responsibilities. The present Government therefore determined to increase the salary to £600. The present holder of the office had asked to be allowed to retire from the service; but the Government had not yet dealt with his application. They probably

would do so very shortly; and, if the changes they had in view could be carried out, this amount would be required for the salary of the new Collector. It was the same salary as that of the Postmaster General and the Commissioner of Police; and he did not think that anyone who had any knowledge of the duties and responsibilities of the Collector of Customs would say that his office was in any way less important than that of either of the officers he had mentioned, or indeed of any other head of department not occupied by Ministers themselves.

MR. E. F. SHOLL asked, whether in the event of the present Collector of Customs still remaining in office and receiving this increase, would his pension be calculated on the basis of this increase of pay?

THE TREASURER (HON. J. Forrest): Certainly not.

MR. SYMON quite agreed with the Treasurer that the post of Collector of Customs was one of the most important in the colony, and, now that the Government were going to give him £600 a year, he earnestly hoped the Government would appoint a really good man to that position. He did not know himself who was likely to be appointed, but it was to be hoped he would be a man thoroughly conversant with the duties he would have to perform. There was no doubt that the shipping business at Fremantle was likely to increase during the next few years to a considerable extent; and he would go so far as to say that if this officer was a thoroughly competent man £600 a year would certainly not be more than enough. But they would be better able to judge of that when the appointment was made.

MR. CANNING said he fully concurred in what had fallen from the Colonial Treasurer as to the importance of the office of Principal Collector of Customs. He looked at it as one of the most important positions in the civil service of the colony. In most other departments, what was necessary to the proper conduct of business was conscientiousness and a strict attention to duty; but something more than that was required in a Collector of Customs. He ought to be a man of extreme vigilance, resolution, decision of character, and possessed of a wide knowledge. Such a man could effect such a saving in the revenue that the amount of

his salary would be altogether insignificant in comparison. This officer had to watch over the collection of revenue from one end of the colony to the other, and, if he exercised proper vigilance, the saving he could effect to the revenue would be enormous. It was impossible, it seemed to him, to cavil at this increase; and he might say that in looking over the increases on these Estimates generally they appeared to him reasonable. This was specially so in this particular case of the Collector of Customs, looking at the increase of work which must be expected in this department. It appeared to him that the increased charges that would be entailed consequent upon the proposed loan must necessitate sooner or later a comprehensive scheme of taxation, either through the Customs or some other source. He felt sure of that. The Ministry, probably, had had no time to frame a scheme of taxation for this session; but he had no doubt that whatever Ministry would be in power they would find themselves under the necessity of bringing forward some such measure at no distant date. He thought it only right to mention this, for it would not reflect creditably upon the observation at all events and intelligence of the House if they did not show that they appreciated the position of the Government in regard to this question of increased taxation.

MR. R. F. SHOLL, referring to a new item, "Assistant Statistical Clerk, £90," asked what were the duties of a Statistical Clerk?

THE TREASURER (Hon. J. Forrest) said there were a great many statistics in connection with the Customs Department, relating to shipping, imports and exports, and the trade of the colony, all of which were collected by this department for the Blue Book; and he was informed that the work had grown so much of late that one clerk could not do it.

MR. SYMON, referring to the item, "Wharfinger, £225," thought they could get a ganger at 10s. a day who would do the Wharfinger's work far better than they had it done at Fremantle at present, or had had it done for some years past. He did not know that the duties of this officer were very onerous, beyond keeping a petty cash-book showing the three-

pences and sixpences that passed through his hands on account of people's luggage. Nothing at any rate could be more unsatisfactory than the way the work on the wharf was now conducted, and he would move that the item be reduced by £50.

THE TREASURER (Hon. J. Forrest) hoped the hon. member would not press his motion. This amount had been on the Estimates for several years, and he might say that he had had considerable pressure brought to bear upon him by this officer's friends to increase his pay; but he had resisted the pressure. He thought it would be rather a staggerer to this gentleman to find his salary reduced by £50, instead of being increased.

MR. PEARSE also hoped the hon. member would not press his motion. He (Mr. Pearse) knew the duties this officer had to perform, and he expected the Government would soon have to re-organise the whole of the Wharfage Department.

MR. A. FORREST did not think the hon. member who moved to reduce this item wanted so much to cut down this officer's salary as to have him removed to some other department, where perhaps he would be able to make himself more useful. There was no doubt that some alteration was required in this department, and he hoped the Government would see to it.

THE TREASURER (Hon. J. Forrest) said that as soon as possible he intended himself to look into the whole of the Customs system at Fremantle, and see if they could not put it on a better footing.

MR. KEANE hoped the motion to reduce the Wharfinger's salary would not be pressed. He believed this officer did his duty to the best of his ability. He had always found him a very obliging officer, and he had had as much to do with him, possibly, as anybody.

MR. SYMON said he had not moved to reduce the item because he thought this officer was not worth £225, but because of the wretched system of doing things in his department. To his mind it was simply disgraceful.

Motion, by leave, withdrawn.

MR. RICHARDSON advocated the claims of the tidewaiter at Cossack to be placed on the same footing as regards salary as the tidewaiters at Wyndham

and Derby. If those officers were entitled to £160, he was sure the officer at Cos-sack, who had a great deal more to do, was worth more than £140.

THE TREASURER (Hon. J. Forrest) said he would consider the matter before the Estimates were recommitted. He agreed in what the hon. member had said.

The vote was then put and passed.

Postal and Telegraph, £42,378 :

MR. RICHARDSON said there was an increase of between £5,000 and £6,000 upon last year's vote, and it would be interesting to know what was the cause of it.

THE TREASURER (Hon. J. Forrest) said if any member took the trouble of going through the estimates for this department he would be struck, as he had been, with the very small rates at which the officers of the department were paid. They were entrusted with very important duties, and, so far as he was aware, there was no cause for complaint with the way they generally discharged their duties. The present Postmaster General was not a man of an extravagant turn of mind in any way, and he did not go in very much for large salaries in his department, his desire being to work the department as economically and efficiently as he could. The increase in the vote was mainly in connection with the conveyance of mails, and telegraph extension.

Vote passed.

Government Storekeeper, £3,914 10s.:

MR. R. F. SHOLL asked whether it was intended, under the new form of Government, to have two Storekeepers—a Government Storekeeper and a Railway Storekeeper? Any one who had served on the Finance Committee would recognise the desirability of having all stores placed under one head, and he wished to urge this upon the attention of the Government.

THE TREASURER (Hon. J. Forrest) could not say that the Government were prepared to do that. The railway stores and the general stores were purposely kept apart, and he believed the suggestion of the hon. member, if acted upon, would be less economical than the existing arrangement. At any rate the Government had at present come to no determination to alter the present system.

MR. R. F. SHOLL said the existing system was certainly not a satisfactory one as regards the railway stores, when they found that engines had been running on the line when they were supposed to be in stock. The same applied to other stores. He thought it would be far better to have all Government stores in charge of one officer, instead of having a division of responsibility, and he hoped the Government would consider the matter.

Item passed.

Revenue Services, North-West Coast, £2,192 15s.:

Agreed to.

Ecclesiastical Grant, £3,543 :

MR. A. FORREST asked if it was the intention of the present Government to continue this grant, year after year? They must be aware that the feeling of the majority of members in the House were against it, and, if he were to press the matter to a division, the vote would be reduced very considerably. He had no intention of doing so that evening, but he wished to know the intention of the present Government with regard to it,—whether they intended to continue the grant, as under the old form of Government, or whether they proposed it should be gradually extinguished; also, if they proposed to continue it, whether they would not see that it was given to the country districts, instead of being spent at Perth and Fremantle, where, he believed, the greater portion of it had gone hitherto. He thought towns like Perth and Fremantle ought to be able to keep their own clergymen. He would not object very strongly to the grant if it were given to the country districts; but he certainly objected to the greater portion of it being spent in the large centres of population. He hoped the Treasurer would let the House know what the intentions of the present Government were in this matter, so that the opponents of the vote might know what to do next year.

THE TREASURER (Hon. J. Forrest) did not think that the House nor the Government need commit itself this year to what it might do next year. He could only tell the hon. member that the present intentions of the Government were before the House in the vote as it now appeared. What might be their inten-

tions for the future he could not state; but he might say this for himself personally: if he felt next year as he did now as regards this grant he should not feel inclined to interfere with it. Of course "circumstances altered cases," and he did not know what might be done, and it was no use for him now to commit either himself or his colleagues as to what they would do next year, or at some future time. Personally he had always supported this vote, but whether his Government would always do so he could not say at present. He thought the grant, small as it was, did a great deal of good in a colony like this, and he believed that if they did away with it they would do a great deal more harm than any counterbalancing advantage in the way of economy.

MR. THROSSELL would be glad to see a condition attached to this grant that none of it should be spent in Perth or Fremantle, but its expenditure confined to country districts. No doubt the voluntary system would have to be adopted sooner or later, and he thought a very good plan would be to commence to put it in practice in our large towns.

MR. R. F. SHOLL said he had been a strong supporter of this vote hitherto, and, from what he heard it was not abused so much in Perth and Fremantle as in some of the country districts, where ministers, who had lost the confidence and respect of their parishioners, were simply kept in their position by this grant. In the Northern Districts of the colony, with their scattered population, the settlers contributed largely towards the support of their clergymen, who often travelled hundreds of miles in the performance of their duties, and were respected by all. Such men deserved to be supported out of this vote, in addition to the free-will offerings of their few parishioners. But he did not think the vote was ever intended to support ministers who had lost the respect of their flocks, and who received no assistance from their parishioners. He had heard of clergymen in this Southern part of the colony—he would not mention any denomination—who had lost the respect and confidence of their parishioners, and who were simply kept in their position out of this grant. He did not think that could ever have been the intention of the

Legislature. He thought the grant ought to be allotted on something like this condition: that two-thirds of the stipend of the clergyman be paid out of this vote conditionally upon one-third being paid by his parishioners.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) thought it would be a great mistake to have the Government mixed up with the various denominations in the distribution of this vote. Hitherto the practice had been to hand it over to the heads of the various Churches, and he thought if any Ministry were to attempt to interfere with the internal affairs of any of these Churches, they would find themselves in a very unpleasant position.

MR. LOTON said that, so long as the vote remained on the Estimates, he agreed with the views expressed by the Commissioner of Crown Lands that it would be unwise for the Government to interfere with the various Churches in the appropriation of the vote. As to Perth and Fremantle receiving more than their fair share of the grant, he might say that so far as the Church of England was concerned—and he believed it was pretty much the same with the other Churches—it was not so; and, if an extra sum was paid out of this vote to any particular parish, the amount was made up from other revenues belonging to the Church. He hoped that neither the present Government nor any future Government, or the present Assembly or any future Assembly, would interfere to remove this vote from the Estimates. He thought it would be a good thing for this colony if religious ministrations were more liberally supported, not only by the Government but also by private individuals. It would be cheaper and better to have our young people trained up in the way they should go, than to have to maintain them, when they grew up, in our gaols and other disreputable establishments.

The vote was then put and passed.

Literary, Scientific, and Agricultural Grants, £1,625:

MR. KEANE asked if this amount included the grant promised by the late Government to the Poultry Society?

THE TREASURER (Hon. J. Forrest) believed it did; he would make inquiry.

Item passed.

Pensions, £3,335 19s.:

MR. KEANE said he did not know whether he was altogether in order in mentioning a name he should have liked to have seen on this list. He could not speak altogether from his own knowledge, but it had been represented to him that the name of Mrs. Commerford, the widow of the late Postmaster at Geraldton might fairly appear among those who were entitled to some allowance from the Government. He believed the late Mr. Commerford was Postmaster at Geraldton for about 25 years at a small salary; and he and his family did all the work of the post office up to a recent date. He believed Mrs. Commerford's was a very deserving case, and he hoped the Government would give it their consideration, and, if they could see their way, place a small sum on the Supplementary Estimates for that good lady.

THE TREASURER (Hon. J. Forrest) believed there were some papers on the subject before him now, but he had not had time to look into them yet. He could only promise the hon. member that he would look into the matter.

Item passed.

Refunds, £664:

Passed.

Miscellaneous Services, £172,276 3s. 3d.:

MR. LOTON, referring to the item "Proportion of Subsidy for New Guinea Commissionship, £166," said he believed the late Government agreed to continue this contribution on the understanding that the other Australian colonies contributed their share. Could the Treasurer inform them whether all the other colonies continued to pay their proportion?

THE TREASURER (Hon. J. Forrest) thought that South Australia had withdrawn from the arrangement, but he was not aware whether any other colony had. This item had been on the Estimates for some years, and he hoped it would not be interfered with now.

MR. PARKER, referring to the item, "Upkeep Government House and Domain; wages in lieu of 12 prisoners, £406 2s. 3d.," said he had already stated that he considered it advisable these grounds should be kept up at public expense, but he should like the words "wages in lieu of 12 prisoners" expunged,

and he would move that they be struck out (which was agreed to). He would also ask the Colonial Treasurer, when the next Estimates were prepared, to place this item under the head of the "Governor's Establishment," where it ought to be.

Item put and passed.

Progress reported, and leave given to sit again another day.

The House adjourned at 11 o'clock, p.m.

Legislative Council,

Friday, 13th February, 1891.

Standing Rules and Orders—Paper: Agreements with holders of special concessions to cut timber—Message from the Governor: Standing Rules and Orders—Loan Bill: first reading—Rights and Privileges of Legislative Council, re Money Bills: Memorandum by President—Prohibition against Western Australian Stock: Question—Desks for Council Chamber: Motion—Apportionment Bill: passed—Protection to Parliamentary Printers Bill: passed—Privileges Bill: passed—Postage Stamp Act, 1889, Amendment Bill: first reading; Suspension of Standing Orders; second reading: passed—Officials in Parliament Bill: first reading; Suspension of Standing Orders; second reading: passed—Census Bill: first reading; Suspension of Standing Orders; second reading; Committee: progress—Adjournment

THE PRESIDENT (Sir T. C. Campbell, Bart.) took the Chair at 3 o'clock.

PRAYERS.

STANDING RULES AND ORDERS.

THE COLONIAL SECRETARY (Hon. G. Shenton): I beg to move, by leave, without notice, "That an Address be presented to His Excellency the Governor, requesting that he will be pleased to approve of the Standing Rules and Orders, as adopted by this Council on the 10th instant."