

you will have to get it by taxing land or property or incomes. It is unfair for an hon. member to twit the Government with ignorance on the subject, an ignorance which cannot be proved. I think the local tailors will have some cause of complaint, for you have assisted the shoemaker, the saddler, the carpenter, and the cabinetmaker; therefore why not the tailor? The tailoring industry should receive some encouragement in this tariff. It is a misfortune of the system that when once you commence protection, you do not know where to draw the line in order to make everything consistent. I give all credit to the Commission for the manner in which they have done their work, which, on the whole, reflects credit upon them. Spirits: in all the other colonies, the duty is 14s. or 15s. a gallon, and I say that 16s. a gallon, as proposed here, is very high. The person who retails the spirit will give you an inferior quality or a reduced quantity. Those persons who think they are putting down drunkenness and promoting a higher morality by putting an extra duty on spirits are going the wrong way about it, and I say they lack experience. My opinion is that very high duties on spirits will either tend to encourage smuggling, or cause the quality of liquor to be adulterated by the retailer, or the quantity will be reduced. I do not object to the increase on imported wines.

Question put and passed.

Bill read a second time.

#### ADJOURNMENT.

The House adjourned at 11-26 p.m.

## Legislative Council,

Tuesday, 19th September, 1893.

Spirituous Liquors: analysis of—Wines, Beer, and Spirit Sale Act Amendment Bill: recommittal—Engine Sparks Fire Prevention Bill: committee—Fremantle Water Supply Bill: second reading—Loan Bill: second reading: committee—Hon. J. A. Wright: Leave of Absence to—Adjournment.

THE PRESIDENT (Hon. Sir G. Shenton) took the chair at half-past two o'clock p.m.

#### PRAYERS.

#### SPIRITUOUS LIQUORS—ANALYSIS OF.

THE HON. J. MORRISON asked the Colonial Secretary whether the Government ever have analyses made of the wines and spirituous liquors sold in the various hotels, public-houses, clubs, &c.; if so, when the last analyses were made, and what was the result?

THE COLONIAL SECRETARY (Hon. S. H. Parker) replied:—Last year analyses of the fermented and spirituous liquors sold in the publichouses in Perth were made by the Government Analyst, and in many cases the liquor was found to be adulterated; but owing to the small quantities analysed, and to the fact that the samples had not been taken in such a way as to allow of a comparison after analysis, the Government did not deem it advisable to take any steps to prosecute. I may add, for the information of the hon. member, that a discussion on this subject took place in the Legislative Assembly last year, and he will find the debate at page 186 of *Hansard*.

#### WINES, BEER, AND SPIRIT SALE ACT AMENDMENT BILL.

The Order of the Day for the consideration of the committee's report on this Bill having been read, the Colonial Secretary (Hon. S. H. Parker) moved that the Order of the Day be discharged, and that the Bill be recommitted.

Question put and passed.

#### IN COMMITTEE.

THE COLONIAL SECRETARY (Hon. S. H. Parker) moved that the word "notice," in the eighth line of clause 4,

be struck out, and that the word "application" be inserted in lieu thereof.

Question put and passed.

Bill reported.

#### ENGINE SPARKS FIRE PREVENTION BILL.

##### IN COMMITTEE.

Clauses 1 and 2 agreed to.

Clause 3.—"Engines to be fitted with spark arresters; owner of line to burn grass":

THE HON. J. W. HACKETT: There is an ambiguity in this clause. It does not say at what time the burning shall be done.

THE HON. G. W. LEAKE: There is an Act empowering scrub to be burnt.

THE HON. J. W. HACKETT: That cannot apply to this.

THE HON. G. W. LEAKE: Why not?

THE HON. J. W. HACKETT: Then say here that that Act applies.

THE COLONIAL SECRETARY (Hon. S. H. Parker): This is not the Bill as presented to the other House by the Government, but the Bill as amended by a select committee of another place. I do not think the Act referred to by the Hon. Mr. Leake applies, because it does not deal with compulsory burning as this does. I think the words "by the Governor in Council" should be added. The clause would then read:—"The owner of any line of railway shall be compelled to burn within such boundary of any line of railway all grass and herbage, at such time of the year as may be defined 'by the Governor in Council.'"

THE HON. J. G. H. AMHERST moved, as an amendment, that the word "three," in the first line of sub-clause 4, be struck out, and that the word "seven" be inserted in lieu thereof. The clause will then read:—"Before such burning, at least 'seven' days' notice of the time at which it is intended to burn shall be given to the owner or occupier of the adjoining lands by the owner of any railway."

Amendment put and passed.

The remaining clauses were passed, and the Bill reported.

#### FREMANTLE WATER SUPPLY BILL.

##### SECOND READING.

THE COLONIAL SECRETARY (Hon. S. H. Parker): For some years past the

residents of Fremantle have enjoyed the benefits of a water supply without having the duty or onus of paying anything for it. Some people have paid a little for the water used, but very few. These works have cost a considerable sum of money, which has come out of the public funds. The water is obtained from wells at the prison, and is pumped up by steam engines. Besides the cost of these, a still larger sum has been expended in laying pipes throughout the town. The upkeep and maintenance also cost a considerable sum, and to enable them to recoup themselves for the outlay the Government have brought in this Bill, which simply gives to the Director of Public Works the powers vested in Municipalities as regards waterworks, except the power of taking land permanently. He will be able to peruse the rate books and levy a rate to the extent of a shilling in the £ for the water supply. Although this power is given, there is no desire on the part of the Government to impose on the people of Fremantle a rate larger than is absolutely necessary to recoup them the interest on the money invested. It is only fair to the rest of the colony that those who enjoy benefits of a water supply should pay a reasonable amount for it. Without the authority of this Bill, the Director of Public Works has no authority to levy a rate, or to examine the rate-book to ascertain the value of the assessments. To enable him to do these things are the principal objects of the Bill, which I now move be read a second time.

Question put and passed.

##### IN COMMITTEE.

Clauses 1 and 2 passed.

Clause 3.—"Duties, penalties, &c., of 53 Vic., No. 13, to be imposed under this Act":

THE HON. J. W. HACKETT: When do the rates begin to be payable?

THE COLONIAL SECRETARY (Hon. S. H. Parker): Under this Bill they cannot become payable until next year.

THE HON. J. W. HACKETT: Is it then the intention of the Government to give Fremantle another four months of free water.

THE COLONIAL SECRETARY (Hon. S. H. Parker): I do not think they have had it free. The people are supposed to

pay. Some do, and some do not. And there has been difficulty in enforcing payment, which is the reason of the introduction of this Bill.

**THE HON. G. W. LEAKE:** Will the rate extend to the supply of water for the shipping?

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** Water will be supplied to the shipping, and charged for at a certain rate.

Clause agreed to.

The remaining clauses were agreed to, and the Bill reported.

### LOAN BILL.

#### SECOND READING.

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** This is a Bill to empower the Government to raise £540,000 for the construction of certain public works. This being a money Bill, I take it that any debate which is considered desirable ought to take place at this stage, because I imagine it is not competent for a committee of this House to amend the schedule or any portion of the Bill. Our duty, therefore, if we do not approve of the Bill, is to reject it, or lay it aside. That being the case, I propose as shortly as possible to explain the items. The first is £34,000 for the completion of the Yilgarn Railway. It has been found that this railway is some few miles longer than was originally contemplated, and the compensation payable for land in Northam is greater than was at first supposed; and further, the cost of water supply will exceed the estimate originally made. The Engineer-in-Chief has estimated that this further sum of £34,000 will be required to complete the line. Hon. members will agree that in this railway we have a public work which will do more to advance Western Australia than any other, and I trust that before many months go by the Coolgardie Goldfield will prove to be of such magnitude and richness as will compel Parliament to extend the line to it. The next item is £86,000 for the completion of the Mullewa Railway. It was thought that this line would only cost £2,000 per mile, but in consequence of the engineering difficulties that have been met with, the original estimate will be exceeded by the sum I have mentioned. This railway is the first section of a line

which must eventually extend to the gold-fields on the Murchison, and from all I have recently heard of this field, especially as regard Cue and Nannine, I am not sure whether it does not equal, if not excel, in richness the notorious discoveries at Coolgardie. I hope it is so, and if it be, in the interests of the colony this line also will have to be extended. The next item is £120,000, to improve the grades between Fremantle and Beverley and relay the same with 60lb. rails. The sum appears a large one, but hon. members are aware that at the present time a portion of the Eastern Railway is constructed up grades varying from 1 in 22 to 1 in 30. The deviation proposed will, I am informed, ensure no steeper grade than 1 in 40. The line will deviate at the foot of Greenmount, and join the main line again at Sawyers' Valley. The cost of this deviation will be about £80,000, and the balance of the money will be spent in procuring and laying the line with 60lb. rails. I may add that this work has already been approved by the resolution of Parliament. The next item is £85,000, for the purchase of land for a Perth railway station and yards, including an iron bridge over Barrack Street. The purchase of land for the station and yards has cost over £60,000, and the rest of the money will be absorbed in the construction of the works. This item, also, was included in the resolution passed by Parliament last session. The fifth item is £20,000, for equipping, in an efficient manner, the Eastern Railway with rolling stock, and enlarging the station accommodation. The sixth item of £60,000 is also for rolling-stock for existing lines, and was included in the resolution of last session. Then £10,000 is asked for, for improvements to railways, other than the Eastern line. I understand that the Northampton and Greenough lines require considerable improvement being made to them. The eighth item is £20,000, for Railway Workshops. I am informed that the present shops are totally inadequate to meet the requirements of our railways, and it is proposed to provide additional shops. A commission of inquiry is being held as to whether these should be erected at Fremantle or at some place outside the towns of either Perth or Fremantle. It has been suggested that they should be

erected near the Midland Junction, where the Government have a considerable area of land available for the purpose. The ninth item, of £10,000, is required to make roads to railway stations. It is obvious that if we have stations we must make them accessible by means of good roads leading to them. Item 10 is £40,000 for development of goldfields and mineral resources, and the money is required principally in connection with the water supplies. Then £15,000 are required for improvements to harbours and rivers. This is all the Government can spare in this direction, and I trust it will be sufficient. We know our harbours require a considerable amount of dredging. The dredger is now at Albany, and when it is finished there we propose to use it, not only at Fremantle, in opening up the entrance to the river mouth when the works there are in a more advanced state, but also at the North, where in many places there are sandbanks which prevent the steamers getting into what are otherwise good harbours. Item twelve is £15,000 for School buildings. This sum was specially placed on this Schedule at my request. All over the colony the school buildings require improvements and additions, and it is impossible to provide the funds out of ordinary current revenue. In some places the school buildings are hired, and are very inferior for the purposes for which they are used. I trust, when we obtain this money, we shall be able to do away with these unsuitable buildings in many places and erect others in their stead. The last item is £25,000 for the cost of floating the Loan. As I have said, the Government have already Parliamentary sanction for about £300,000 of this money, and we are now only asking for authority to raise the balance, although, of course, the whole sum is included in this Bill. At the present time it would be impossible almost to raise any money, but I trust this state of things will not continue. I hope, however, that in the meantime the Government will be able to carry on the necessary works by means of moneys raised on Treasury Bills. I have now, sir, I think, explained all the items, and hon. members will see that the rest of the Bill is merely the ordinary form giving the Treasurer power to raise

the money. I move that the Bill be now read a second time.

Question put and passed.

IN COMMITTEE.

Clause 1.—“Power to raise money”:

THE HON. G. W. LEAKE: I shall support this measure, because it is a true test of the prosperity of the colony. The Loan is not required to pay interest with, but to develop our resources.

Clause agreed to.

Schedule:

Item 1.—“Completion of Yilgarn Railway, £34,000”:

THE HON. J. MORRISON: The Colonial Secretary has stated that this item is necessary, because of the unexpected compensation which has to be paid at Northam. I understood that a document was signed by the land owners there, stating that they would give the land at such a reasonable price that the Government would not complain.

THE COLONIAL SECRETARY (Hon. S. H. Parker): I understood that a document of the sort had been signed, but now that the lands have been taken I believe it has been found that the paper has only been signed by persons who do not possess any of the land through which the railway runs. The compensation, I think, will only involve about £5,000. In many cases the Government propose to evade arbitration, because they have the right to resume Crown grants, within twenty-one years, without payment of compensation.

THE HON. H. ANSTEY: I understand that the principal part of this money is required for water supply. Of course we must have it, and it must be paid for; but I am surprised that it was not included in the original estimate.

Item 2.—“Completion of Mullewa Railway, £86,000”:

THE HON. H. ANSTEY: It seems to me that these engineering difficulties ought to have been foreseen.

THE COLONIAL SECRETARY (Hon. S. H. Parker): They were foreseen at an early stage of the work. I do not think the estimate was made by the Engineer-in-Chief, originally.

Item passed.

Item 3.—“Deviations and improvements of Eastern Railway, £120,000”:

**THE HON. J. MORRISON:** When is it proposed to make this deviation?

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** As soon as the Government have the necessary funds to carry out the work.

**THE HON. J. G. H. AMHERST:** A large expense has been incurred in laying down 60lb. rails, and I should like to know whether it is intended now to do away with the line altogether?

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** I do not know whether this matter has been decided by the Government, but, speaking for myself, I do not think it is possible to cease working the line, for the reason that the Government have sold land alongside, at prices exceeding those usually paid for country lands, on account of the existence of the railway. I should imagine that at least two or three trains a week would be run.

**THE HON. H. ANSTEY:** I approve of the re-laying of the line with 60lb. rails, but, having regard to other necessary works, especially the water supply on the gold-fields, I hope the Government will consider well before they expend £80,000 on a deviation.

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** I do not know that there is any more important work than this deviation. Hon. members are aware that this line not only connects with Newcastle, Northam, and York, but it is the main line to Albany. At the present time, in consequence of the steep grades, the cost of working the engines is very excessive. I believe an estimate has been formed, under which the working of these grades costs the colony £20,000 a year. Besides this, only a limited amount of accommodation can be provided for both passengers and goods, and in order to cope with the additional traffic, which must follow the construction of the Yilgarn line, and an increased population, it is absolutely essential that this deviation should be carried out.

**THE HON. G. W. LEAKE:** There is another reason why this expenditure should be incurred: suppose one of the trains were to break away, when coming down one of these grades, considerably more than the value of the deviation would be involved in payment of compensation for the loss of valuable lives.

Item 4.—“Purchase of land for Perth Railway Station, &c., £85,000”:

**THE HON. J. W. HACKETT:** As the Colonial Secretary has stated it as his opinion that we must pass or reject this Bill as a whole, what is the use of going through the schedule item by item? We cannot alter any of it, and we had fair warning from the Colonial Secretary on the second reading of the Bill that that was the time to discuss it. I am under the impression that these schedules have always been put as a whole.

**THE PRESIDENT (Hon. Sir G. Shenton):** I am quite positive they are taken item by item. That was the plan adopted when I was Colonial Secretary, in order that I might explain each item.

Item passed.

Items 5 and 6 passed.

Item 7.—“Additional improvements to opened railways, £10,000”:

**THE HON. J. MORRISON:** Might I ask for a little more explanation on this item?

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** I have already stated that the money is to be expended on improvements, on various lines, other than the Eastern Railway. I think I said the money was to be spent principally on the Geraldton-Northampton line. It is not deemed advisable to allow this railway to go out of repair, and cease working it. There are other lines beside this—the Geraldton and Walkaway line, and the Bunbury-Boyanup line—which will come under this definition.

Item passed.

Item 8 passed.

Item 9.—“Roads to Railway Stations, £10,000”:

**THE HON. H. ANSTEY:** Will the Colonial Secretary say where this money is to be spent; because, on the South-Western line, there are one or two roads on which a good deal of money will have to be expended? At the Canning about £1,000 will be necessary, the station being in the middle of a marsh. At Narrogin, too, the station is absolutely useless.

**THE COLONIAL SECRETARY (Hon. S. H. Parker):** I do not think it has been determined how the money is to be spent, but I have no doubt that every road will have its proper consideration.

Item passed.

The remaining items were agreed to, and the Bill reported.

THE HON. J. W. HACKETT: I find that my memory was correct, that on a previous occasion a similar schedule was put as a whole, but that a debate arose, on a motion tabled by the Hon. Mr. Wright, that one or two items should be taken out and made the subject of special loan estimates. That motion occupied the attention of both Houses for some days, and it was eventually decided that works, like railways and harbour works, should be placed in separate loan estimates; but the schedule to the only other Loan Bill was adopted as a whole.

THE PRESIDENT (Hon. Sir G. Shenton): I understand that the items are put separately, in order that members may have an opportunity of obtaining explanations. I remember when I was Colonial Secretary that I brought down the papers that were used in the other House to enable me to give the explanations.

THE HON. J. W. HACKETT: *Hansard* puts it as I have stated it.

LEAVE OF ABSENCE TO THE HON. J. A. WRIGHT.

THE COLONIAL SECRETARY (Hon. S. H. Parker) by leave, without notice, moved, that leave of absence for one week be granted to the Hon. J. A. Wright, on account of illness.

Question put and passed.

#### ADJOURNMENT.

The Council, at 3:50 o'clock p.m., adjourned until Thursday, 21st September, at 4:30 o'clock p.m.

## Legislative Assembly,

Tuesday, 19th September, 1893.

Amendments in Schedules of Tariff Bill: Message from the Governor—Fremantle passengers per the Great Southern and South-Western Railway changing carriages at Perth—Estimates, 1893-4: further considered in committee—Imported Labour Registry Act Amendment Bill: second reading—Chattels Foreclosure Bill: thrown out, on the motion for going into committee—Bankruptcy Return—Adjournment.

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

PRAYERS.

TARIFF BILL: AMENDMENTS IN THE SCHEDULES.

MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.

The following Message was received from His Excellency the Governor:—In accordance with the provisions of Clause 67 of "The Constitution Act, 1889," the Governor recommends that, towards raising the Supply granted to Her Majesty, there shall, on and after the 19th September, 1893, be charged upon the following goods imported into Western Australia the duty following, that is to say:—

#### First Schedule.

##### TABLE OF SPECIFIC DUTIES.

After the words "Arrowroot, Sago, Tapioca, Cornflour, and other Farinaceous Foods," add the letters "n.o.e."

Flour	...	per ton	£1 10 0
Hides (green)	...	per hide	0 1 6
Spirits, Spirits of Wine, Cordials, or strong waters of all kinds, n.o.e., for each and every Imperial gallon of such Spirits of any strength not exceeding the strength of proof by Sykes' hydrometer, and so in proportion for any greater strength than the strength of proof, or any quantity greater or less than a gallon	...	per gallon	0 16 0
Rye	...	per bushel	0 0 4
Sugar	...	per cwt.	0 4 0
Tea	...	per lb.	0 0 4

#### Second Schedule.

On the undermentioned goods, wares, articles, merchandise, or things imported