

of the section had not been settled yet. He was very pleased, as Minister in charge of the Mines Department, that this dual title would in a short time cease to exist.

Question put and passed.

NOTION: PARIS EXHIBITION, REPRESENTATION OF COLONY.

Mr. WILSON (Canning) moved:

That, in the opinion of this House, it is desirable that Western Australia should be represented at the forthcoming Paris Exhibition, and that the Government take immediate steps to secure the necessary space.

All hon. members would agree as to the desirability of Western Australia being represented at the Paris Exhibition, so that our mining, timber, and agricultural resources might be there advertised. A similar resolution had been passed in the Legislative Council, and he trusted the Government would assist in carrying the motion through the Assembly. He understood that some 20,000 feet of space had been allotted in the exhibition to the Australasian colonies. But much more space than that would be required; and, if the colony had to be represented, it was imperative immediate application should be made, in order to obtain sufficient room for our exhibits. The cost to Western Australia would be practically nothing, the French Government having, he understood, undertaken to convey goods free from the port of shipment to Paris, and return them, if necessary. He suggested that honorary commissioners should be appointed, one representing the mining industry, another the timber and agricultural industries, and a third commissioner, he presumed, would be the Agent-General in London. There was only the cost of printing and of attendants in Paris to be considered, and the whole outlay would not be more than £2,000 or £3,000, while our representation at the exhibition would be fraught with great benefit to the colony.

Question put and passed.

ADJOURNMENT.

PROROGATION ARRANGEMENTS.

THE PREMIER (Right Hon. Sir J. Forrest) moved that the House at its rising adjourn until the next day at 2.15 p.m. He said His Excellency the Governor's Deputy had arranged to prorogue

Parliament at three o'clock, and this House would meet at a quarter-past two, in order that a message might be sent to the Legislative Council, conveying the motion passed in relation to the Pinjarrah-Marradong railway. Between a quarter-past two and three o'clock there would be plenty of time to complete the business.

Question put and passed.

The House adjourned at 12 midnight until Friday afternoon.

Legislative Council,

Friday, 28th October, 1898.

Paper presented—Question: Hay Duty and Collection — Pinjarrah-Murradong Railway: Message, Assembly's Resolution to Construct—Prorogation: Assent to Bills; Speech by the Governor's Deputy, closing the session.

The PRESIDENT took the chair at 2.15 o'clock, p.m.

PRAYERS.

PAPER PRESENTED.

By the COLONIAL SECRETARY: Meteorological observations made at the Perth Observatory, 1897.

Ordered to lie on the table.

QUESTION: HAY DUTY AND COLLECTION.

HON. J. E. RICHARDSON, for the Hon. G. Burges, asked the Colonial Secretary: Where are the duties collected on hay (imported) by shippers of stock from the northern part of the colony?

THE COLONIAL SECRETARY replied:—Duty is collected at Fremantle. In the case of the Adelaide Steamship Company duty has not been collected owing to the company claiming all goods

consumed to be free of duty under their contract with the Government. The Government does not agree to this contention, and the matter is being inquired into with a view of obtaining a refund.

PINJARRAH-MARRADONG RAILWAY.

MESSAGE: RESOLUTION TO CONSTRUCT.

A message from the Legislative Assembly requested the concurrence of the Council in the following resolution:—

That this House, recognising the necessity for the early construction of the Pinjarrah-Marradong railway, do authorise the Government to enter into negotiations with persons interested in the development of the agricultural and timber resources of that district to build the line, or part thereof, under the following general conditions:—(a) That the railway be constructed according to Government survey and specifications. (b) That the Government have a right to purchase the railway at any time, at cost price, on giving six months' notice. (c) That the general public shall have use of the railway, and the general conditions, as far as practicable, to be similar to those contained in the agreement with Messrs. Millar Brothers in regard to the Torbay railway, and with the Canning Jarrah Company's railway. (d) That a reasonable deposit as a guarantee of bonafides be insisted on. (e) The rates to be charged not to exceed the rates on Government railways. (f) Cost price in paragraph (b) to mean the cost price of the railway less depreciation by wear and tear and otherwise.

IN COMMITTEE.

THE COLONIAL SECRETARY (Hon. G. Randell) moved that the resolution of the Legislative Assembly be agreed to.

HON. W. T. LOTON asked whether it was possible to get a copy of this important resolution, which was long and difficult to carry in the memory?

THE COLONIAL SECRETARY: The resolution was printed in the Votes and Proceedings of the Legislative Assembly.

THE PRESIDENT: The motion had been on the Notice Paper of the Legislative Assembly for the last two days, but there were no copies of that notice in this Chamber.

HON. F. T. CROWDER said he was quite in accord with the building of railways by private enterprise, if the lines would do good to the colony; and in order to test the feeling of the Committee, he moved, as an amendment, that the words, "or part thereof," in line 4, be struck out. Marradong was the centre of an agricultural district, and if the words

"or part thereof" were not struck out, power would be given to a syndicate to build a few miles of railway to suit the timber industry. But companies owning timber lands should build their own railways. If the desire was that a concession should be given to build a railway in order to open an agricultural district by all means pass the motion; but the words "or part thereof" should be struck out in order that the line might be constructed the whole distance, and not two or three miles.

HON. A. P. MATHESON: With the principle involved in this motion he was thoroughly in accord, and it was not necessary to say much in support of the proposal, because it must be obvious to every person who considered the question, that it was desirable the colony should be developed by means of branch railways. If the Government were not in a position to build these railways, it would be reasonable to stand in the way of private people who were willing to build them. The ways provided the very necessary stipulations in the motion were insisted on; the chief stipulation being that the Government should have the right at any time by giving six months' notice, to purchase the line, and make it a State railway. The effect of the resolution would be that so soon as the line really paid, the Government would give notice of their intention to resume the railway. But he was not at all in sympathy with the way in which this motion individualised a branch railway for the purpose of being constructed by private enterprise. If the Government were going to recognise as he thought the Government should, that it was desirable to encourage private enterprise in these matters, the motion should be a general one, and not one dealing with an individual line of railway. The member for York (Mr. Monger), who introduced the resolution in another place, was a great favourite with the members of the two Houses of Parliament; and it was likely that a member less popular were to appeal for a similar privilege, a considerable amount of opposition would be raised. That was not a fair way to treat those who desired to invest their money in the construction of railways; and the motion might easily be amended to make

general enough to meet his (Mr. Matheson's) views, and he hoped the views of other members, and at the same time not be so general as to raise great opposition from those who might imagine he was advocating the construction of railways on the goldfields by private enterprise. He was perfectly certain some members would imagine he had some particular motive in view in the direction of the construction of the railways by private enterprise on the goldfields, and he did not want to jeopardise the motion by allowing such a notion to remain. He intended to move, as an amendment, that the words "Pinjarrah-Marradong railway" be struck out, and the words "branch lines of railway in the South-Western District" inserted in lieu thereof. This district contained the timber and agricultural lands of the colony which were most likely to be developed by means of these spur lines; and if this amendment were carried it would, in effect, affirm the principle that private enterprise should be employed in the construction of spur or branch lines of railway, and not only in the construction of the Pinjarrah-Marradong line. The amendment he had suggested would necessitate a further amendment, by striking out the words towards the end of the motion, "the line or part thereof," and the insertion of "such line." The conditions laid down would follow in the same way as they were now placed before the House. He trusted hon. members would support his suggested amendment, unless indeed they were opposed to the principle of private enterprise in the construction of railways. If hon. members were opposed to private enterprise in the construction of branch railways, they must necessarily oppose the motion; but if they did not intend to oppose the motion, he hoped his amendment would receive support.

THE PRESIDENT: The amendment of Mr. Crowder must be taken first.

HON. F. T. CROWDER asked leave to withdraw his amendment.

Amendment, by leave, withdrawn.

HON. A. P. MATHESON formally moved, as an amendment, that the words "the Pinjarrah-Marradong Railway," be struck out, and the words "branch lines

of railway in the South-Western District" inserted in lieu thereof.

HON. H. G. PARSONS: To a large extent he was in sympathy with the amendment, because he felt that both this House and another place were thoroughly convinced, at last, that private enterprise should be given some show in this colony, and that the timidity of the Premier, in this respect, had been for some months misplaced. But at this stage of the session it would be dangerous to amend the motion and enlarge its scope, whereas, if hon. members gave a straightforward vote in favour of the proposal, it would, at all events, be the thin edge of the wedge, and would commit the Premier and the country to a principle which ought to be in force, namely, the future construction of railways by private enterprise. The Government could not build any more railways out of their own pockets, and, therefore, railways ought to be built out of the pockets of the financiers of the world at large. There was reason to suppose that certain people in Pinjarrah or Marradong were prepared to construct this line, and he had on that morning been informed that, if the people of that neighbourhood were not prepared to go on with the work, there were persons at Kanowna and other places who were willing to undertake the enterprise. As the money was available there was no reason why the country should not have the railway built in the way proposed, if only as an experiment, which could not hurt anybody. The railway must be built according to the Government plans and specifications, and would belong to the people whenever the Government chose to purchase it. If the experiment failed, then the principle need not be acted upon any more. There was a prejudice in the minds of the Government which amounted almost to a "bee in their bonnet." There was nothing that raised the sensibilities and financial prejudices of the Government more than the mention of the words "private enterprise," especially in connection with railways. He did not look upon the members of the Government as essentially intelligent persons, and they should be afforded every encouragement, and let down easily when they had to swallow their own words and principles. Both

Houses of Parliament were in favour of private enterprise, because this House had committed itself at the beginning of the session to the recognition of that principle. Hon. members thought we had come to the end of our tether and could not build railways, therefore it would be better to have them built by other persons according to our own plans and specifications. That was "heads we win, and tails we will not lose." We could rely on our law officers to see that a proper form of agreement was made. If the line was built by private enterprise, it could be purchased by the Government, and there could be no objection to trying the experiment on the Pinjarrah to Marradong line, and if this line did not pay, then the experiment need not be tried again. The Premier saw that it was not possible to construct public works out of the public purse, and he was now willing to give private enterprise a chance. Those who had followed the Premier so unreservedly and slavishly in the past he (Mr. Parsons) hoped would follow him unreservedly and slavishly now. The Premier now was willing to commit himself to private enterprise to which he had been such an unmitigated opponent for years past.

HON. R. S. HAYNES said he desired to enter his protest against the motion, if he stood alone. The history of private enterprise in the past had been lamentable in the extreme. It would be all very well if we could find some honest private enterprise, but in the past private enterprise had been dishonest. We had given private enterprise a chance, but the private enterpriser had proved to be such a merciless scoundrel that he (Mr. Haynes) could not forgive him. There was the private line to Albany; as soon as it was built, the owners said they would make the Government buy it. The owners did not go to the Government directly and ask them to buy the railway, but they managed the concern badly, and quarrelled with the settlers so much about carrying their produce, that at length the farmers and settlers met together and requested the Government to buy the line at any price. He (Mr. Haynes) did not say that all those who urged the Government to buy the land acted independently, because there might have been a

few "backsheesh" thrown about by the company. These syndicates had not been honest in the past, and there was no reason to suppose they would be honest in the future. He was sorry to see the Government departing from the position they had taken up years ago. The Premier decided he would have nothing to do with private enterprise. The private enterpriser would get a letter from the Premier, and then hawk it about for sale; the credit of the colony would again be dragged through the mud, as it had been by the vendors of the Great Southern Railway. He hoped the House would not pass this motion. If there was no other ground of objection to it, he might mention that it was too late in the session to bring such an important matter before the House, and this motion also departed from the principles which had guided us in the past. If it were necessary to construct private railways for the timber industry, why was it not necessary to build this line six months ago? Why wait until the last day of the session, or rather the last hour, or the last few minutes of the session, to bring down a motion asking the House to adopt the principle of private enterprise for the construction of this railway? It was impossible to give anything like serious consideration to the motion now. He (Mr. Haynes) had not been able to see the conditions upon which private enterprise was to be allowed to build this line. Hon. members were asked to commit the Government to a most serious expenditure.

SEVERAL MEMBERS: No.

HON. R. S. HAYNES: Yes; there was the option, but the company could put the screw on until it would become necessary to purchase the line. There was a little bit of trickery used. The company said, "We do not force you to buy the line, but we will build it for you." But once the line was built, then the owners began to show their teeth—the wolf in sheep's clothing. Hon. members who represented this particular district were not present now—Mr. McLarty, Mr. Hackett, and Mr. Spencer were all absent. There was another objection, that it was sought to construct this line and to give this company exactly the same contract as the Canning Jarrah Company had;

ut who knew what the conditions of the Canning Jarrah Co.'s contract were? Did any member know the terms of that contract? Could any member tell him clause of it? We did not know what we were committing ourselves to. It was to be a contract similar to that entered into with the Canning Jarrah Company.

HON. A. P. MATHESON: Which had been in existence five years.

HON. R. S. HAYNES: Yes; and the wolf had not thrown off its sheep's clothing yet. This line might have been a good one for the company, but when the timber was worked out, the company would want to sell the line to the Government. Did not the old Canning Jarrah Company endeavour to sell this line to the Government? Did not that company try to force the hands of the Government, by saying the mill was situated on land which was within the water area, and that the mill was polluting the water? Not being able to sell the land to the Government, the old company went to London and sold to a new company, who had not yet applied to the Government to purchase this line: but that company would apply. He was prepared to oppose this motion, and he was glad to have the opportunity of blocking it.

HON. H. G. PARSONS: Was the hon. member in order in saying that he would block a motion?

THE PRESIDENT: The hon. member must withdraw the remark.

HON. R. S. HAYNES said he would withdraw the remark, and say he gloried in the fact that he had to oppose this line at the end of the session.

HON. H. G. PARSONS: Was the hon. member in order in making these remarks?

HON. R. S. HAYNES said he was taking advantage of his position, and he would see that this motion was not rushed through the House at the last hour of the session. It was one of the most dangerous proposals ever brought before Parliament, not excepting the Cemeteries Bill. If a company wished to construct a line of railway from Pinjarrah to Marradong, why not go to Parliament with a private Railway Bill; and, if the Bill were before us, we could discuss the various clauses of it. We

should not give the Government *carte blanche* to grant to anyone a letter, saying the Government were prepared to commence negotiations for the construction of this line. The first gentlemen who got this letter would at once take it to London, to some financial agents, or the jackals there, and they would get an agreement out of him, which would be added to and added to, and what would be the result? The name of the colony would be dragged through the mud and mire of London. The first question that would be asked would be, "What was the distance of this railway?" When the persons were told it would be twelve miles, the remark would be made, "What kind of a place must West Australia be, if the colony could not build twelve miles of railway?" At this stage of the business of the session, it was dangerous in the extreme to pass a motion to depart from the well-known position we had taken up, and which this House and another place had supported the Government in maintaining. This was not a Government motion, but was introduced by a private member; and, although it did not receive the opposition of the Government, he was sure it would receive very little support from them. He was only speaking of what he had heard, and could not guarantee the truth of the statement, but would only say it was made to him privately. He moved that progress be reported.

Motion put and passed.

Progress reported.

PROROGATION.

His Excellency the Governor's Deputy (Sir Alexander Onslow, Chief Justice) entered the Chamber, and having commanded the attendance of members of the Legislative Assembly, who arrived with their Speaker,

His Excellency's Deputy gave assent to the following Bills in addition to the Bills assented to previously:—

An Act to apply a sum out of the Consolidated Revenue Fund and from Moneys to Credit of the General Loan Fund to the Services of the Year ending the last day of June, One thousand eight hundred and

ninety-nine, and to appropriate the Supplies granted in this Session of Parliament.

An Act to consolidate the Acts relating to Juries.

An Act to provide for the Extinction of Fire in Municipalities and their Suburbs.

An Act to amend the Local Inscribed Stock Act, 1897.

An Act to facilitate the protection and recovery of Crown Property and the enforcement of claims against the Crown.

An Act for the more effectual Prevention of Crime.

An Act to authorise the Closing of certain Roads and Streets.

An Act to amend the Bankruptcy Act, 1892.

An Act for limiting the Hours of Business in Shops.

An Act to make better provision for securing the payment of Workmen's Wages.

An Act to authorise the Closing of portions of South Terrace and Market Street, Fremantle.

An Act to amend the Wines, Beer, and Spirit Sale Act, 1880, Amendment Act, 1893.

An Act for the Establishment of Zoological and Acclimatisation Gardens at South Perth.

An Act for consolidating Enactments relating to the Construction of Acts of Parliament, and for further shortening the Language used in Acts of Parliament.

An Act to render valid a General Rate made by the Municipality of Coolgardie for the current year.

An Act to consolidate and amend the Laws relating to the Sale, Occupation and Management of Crown Lands, and for other purposes.

An Act to amend the Goldfields Act, 1895.

An Act to amend the Bush Fires Act, 1885.

An Act to vest certain Land at Coolgardie in the Municipality of Coolgardie for a Mining Exhibition, and other purposes.

An Act to authorise the Construction of Works for the Supply of Water to the Coolgardie Goldfields.

An Act to further amend the Agricultural Lands Purchase Act, 1896.

An Act to amend the Police Act, 1896.

An Act to amend the Metropolitan Waterworks Act, 1896.

An Act to amend the Marriage Act, 1894.

An Act to consolidate and amend certain Acts relating to Public Health, and to enlarge the powers of Boards of Health.

An Act to amend the Cemeteries Act, 1897.

An Act to further amend the Municipal Institutions Act, 1895.

An Act to prevent the introduction of Diseases into Western Australia of Diseases affecting Orchards and Gardens, and to provide for the eradication of Diseases, and to prevent the spread thereof.

An Act to amend the Companies Act, 1893, Amendment Act, 1897.

An Act to permit Mining on Private Property.

His Excellency the Governor's Deputy was pleased to speak as follows:—

MR. PRESIDENT AND HONOURABLE GEN-
TLEMEN OF THE LEGISLATIVE COUNCIL

MR. SPEAKER AND GENTLEMEN OF
LEGISLATIVE ASSEMBLY,—

I have pleasure in releasing you from your Parliamentary labours, which have been prolonged owing to the many important matters brought under your consideration. The season throughout the colony has been generally a very good one, and satisfactory results are assured in the agricultural and pastoral products. The great project for providing the Coolgardie goldfields with a daily supply of five million gallons of water is now making active progress. The cement concrete dam across the Helena River, which will impound over four thousand million gallons, equal to over two years' supply in the course of construction. The contract for 328 miles of steel pipes, 24 inches in diameter, has been let, and the work will be vigorously pushed forward.

The Fremantle inner harbour is now being largely utilised by all classes of shipping, and it is expected that the North German Lloyd's steamer Friedrich der Grosse, 8,800 tons register (10,500 tons displacement), will enter the harbour on Sunday next. An additional dredge and eight hopper barges, which are expected to arrive in the colony early next year, will enable the available accommodation to be rapidly increased.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY,—

I thank you for the liberal provision which you have made for the public service.

MR. PRESIDENT AND HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL,—

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY,—

The legislation which you have passed will, I am assured, be found to be of much advantage. The consolidation and amendment of the land laws into one complete Act will, it is believed, prove a valuable and liberal measure, well suited to the conditions of the colony. The Health Act extends the powers of health boards, and is urgently necessary; while the many other useful measures you have added to the Statute Book are, for the most part, much required. The amendment to the Gold Mining Act will, I trust, prove a fresh stimulus to the further investment of capital in our gold-mining industry. It is satisfactory to notice that, while security of tenure is given to the leaseholder, all rights that have been exercised by the alluvial miner are fully protected. The gold production continues to increase, and to give cause for great satisfaction. During the last 10 months the gold produced in the colony and exported was of the value of more than three millions sterling. I now prorogue this Parliament to Wednesday, April 26 next.

The session then closed.

Legislative Assembly,

Friday, 28th October, 1898.

Paper presented—Motion (urgency): Ministerial Answers (a Complaint)—Petition of J. Gibson: Motion to Rescind Resolution (adjourned)—Complimentary Remarks, close of Session—Assent to Bills: Prorogation.

THE SPEAKER took the chair at 2.15 o'clock, p.m.

PRAYERS.

PAPER PRESENTED.

By the PREMIER: Meteorological Observations made in Perth, 1897.

Ordered to lie on the table.

MOTION (URGENCY): MINISTERIAL ANSWERS (A COMPLAINT).

MR. OLDHAM (North Perth): I desire to move the adjournment of the House, for the purpose of bringing before the notice of members the wilfully misleading answers which were given by the Director of Public Works, to the questions which I asked the other evening, with respect to the purchase of certain materials.

THE SPEAKER: I think the hon. member's observations are very improper, in saying that answers given by a Minister of the Crown were wilfully misleading answers.

MR. OLDHAM: I do not know that the language I have used is too strong.

THE SPEAKER: It is unparliamentary and very improper.

MR. OLDHAM: I withdraw the expression; and, in moving the adjournment, I want to call the attention of the House and the country to this matter. I think I cannot do better than read the questions I asked and the answers by the Director of Public Works, and then read the report of the Auditor General on the subject. The questions I asked on Thursday were:

1, Whether it was true that the Government had lost large sums of money on account of the habit of buying materials at higher prices than contracted for. 2, If so, what were the particulars?

The reply of the Director of Public Works was this:—

It is true that in some cases, owing to the inability of certain Government contractors to