

fully, and certain recommendations had been made, but for his part he thought they should only be adopted as a sort of experiment. They were going on lines which were not familiar to the other colonies, although each carried out a system of its own. In this colony they now proposed a system by which the reporting of the Council should be vested in the President, and that of the Assembly in the Speaker. He did not know how it would work, but they could try it.

THE HON. D. K. CONGDON asked what the recommendations of the standing committee were.

THE PRESIDENT said there had been some little discussion as to the working of *Hansard*. At the present time the reporter of the Council assisted in the reporting of the other House, but that was not considered advisable. In the next place, there was now no control over the *Hansard* reports. The reporting was in the hands of the Government, and if hon. members had any complaints to make, they did not know to whom to make them. This was unfair to the *Hansard* staff, and also unfair to members of both Houses. Therefore it was proposed that the reporting of the Legislative Council should be under the direction of the President, and that the reporting of the Legislative Assembly should be under the direction of the Speaker. Of course this arrangement could be revoked at any time the House pleased. There was only one point upon which he had heard any disagreement with the recommendation of the Committee. It was proposed to do away with the weekly *Hansard*. The Committee proposed this because it was found that the Printing Department was not equal to keeping it up. The reporters had supplied their matter, but the Printing Department was not strong enough to overtake it week by week. However if they found it could be done in future, and it was advisable to have it done, they could easily arrange it.

THE HON. J. G. H. AMHERST said he was given to understand that quotations could not be made from these weekly editions because they were not authentic.

THE PRESIDENT said they were issued as official and correct reports, but they could not be quoted from during

the session they were issued, by virtue of the Standing Orders.

Question—put and passed.

ADJOURNMENT.

The Council at 10.10 p.m. adjourned until Friday, 18th March, at 11 a.m.

Legislative Assembly,

Thursday, 17th March, 1892.

Resolution re Further Assistance to Midland Railway—Ownership of Minerals discovered on Lands of W.A. Land Company—Subscription to last Instalment of Loan by London and Westminster Bank—Motion for Adjournment—Pollution of Perth Water Supply—Municipal Water Supply Preservation Bill, 1892: Suspension of Standing Orders—Hawkers and Pedlars Bill: Legislative Council's Amendment—Loan Estimates, 1892: in Committee of Supply.

THE SPEAKER took the chair at 7.30 p.m.

PRAYERS.

FURTHER ASSISTANCE TO MIDLAND RAILWAY.

On the motion of the PREMIER, the House ordered that the resolution passed on the previous evening, authorising the Government to enter into an agreement with the Midland Railway Company for guaranteeing the payment of interest on further capital to be raised by the Company for completing the construction of the Midland Railway, upon the terms and conditions stated therein, be transmitted to the Legislative Council, with all the documents relating thereto which had been laid on the table of this House, and that the concurrence of the Council be desired therein.

OWNERSHIP OF MINERALS DISCOVERED ON LANDS OF W.A. LAND COMPANY.

MR. DE HAMEL, in accordance with notice, asked:

- (1.) To whom do any minerals that may be found in or upon the lands granted to the W.A. Land Company belong?

- (2.) Are the W.A. Land Company entitled to charge a royalty on the working of any such minerals found in or upon their lands?

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) replied: The deeds of grant to the West Australian Land Company are the same as all other Crown grants, and only reserve to the Crown all mines of gold, silver, and other precious metals. Under the Land Regulations proclaimed 17th July, 1890, any owner of fee-simple land can obtain a permit to win the reserved minerals on such land under certain conditions and on payment of certain royalties; and such permit has been issued to the West Australian Land Company.

SUBSCRIPTION TO LAST INSTALMENT OF LOAN BY LONDON AND WESTMINSTER BANK.

MR. DE HAMEL, in accordance with notice, asked whether it is or is not a fact that, in addition to the sum of £22,000 contributed by the London and Westminster Bank in order to complete the last issue of £250,000 of our Loan, the said Bank also subscribed a sum of £50,000 on the issue of such second instalment of the Loan.

THE PREMIER (Hon. Sir J. Forrest): In reply to the hon. member, I beg to state that the Government have not received any official information to the above effect, and in any case it would be in many ways undesirable to make public the names of tenderers.

MOTION FOR ADJOURNMENT—POLLUTION OF PERTH WATER SUPPLY.

MR. TRAYLEN: I again rise to move the adjournment of the House, to enable me to call attention to the same subject as I brought before the attention of hon. members last evening. The gravity of the emergency must be my apology. I am sure I shall have the sympathy of all hon. members, even though some may not be in accord with my methods. Let me re-state the case. It appears that there are living within the Perth Water Supply area a number of workmen, most of whom are engaged in connection with the Canning Jarrah Saw Mills. The

habits of these persons are so well known to hon. members that it is unnecessary for me to do more than just remind them that, in accordance with their usual habits, it is a very frequent practice to deposit polluting matter in the bed and by the side of a dry watercourse, and there would be no reason apparent to the persons residing in this area why they should not follow their usual practice in this respect. To them it would perhaps scarcely occur that danger might accrue to the people of Perth through following their usual habits. I have been informed to-day of two very striking cases wherein this practice has led to very injurious results. One of these cases occurred in the Mauritius some years ago. A number of Coolies were employed on the higher reaches of a water supply area in that island; the rain came and washed the polluting matter down into the reservoir; the result was an outbreak of fever of so serious a nature that it has become a matter of notoriety and history; and I am informed that to this day the places so affected have not become free from the ravages of that kind of fever. Another instance has occurred in the colony of Victoria recently. A number of navies were employed also on the higher reaches of a water supply catchment basin, and following their usual habits, the result has been that some 40 or 50 persons in a small township lower down the stream have been afflicted with typhoid fever, and I believe some of the water finds its way into one of the reservoirs from which Melbourne is supplied. If these conditions elsewhere have had these disastrous results, it is fair for me to assume that they will have similar disastrous results in the particular instance under consideration; and I may as well say boldly to-night that there have existed, and still exist, several cases of an infectious disease among persons residing on Munday's Brook. Some cases have proved fatal; I am not sure yet but that a third case has proved fatal to-day; and one out of seven is convalescent. Then the danger to others is very, very considerable. All hon. members must know that the germs of an infectious disease have a wonderful vitality; they can live under very strange circumstances and can carry

long distances, retaining all their power and vigor; and it is almost a dead certainty that some of these germs, unless suitable precautions be taken, will find their way into the reservoir, and thence into the water pipes to our homes. I may venture the assertion that it is a dead certainty that some persons will succumb to the same kind of infectious disease. Medical testimony given to me to-day is to the effect that I have just mentioned. Referring to the Acts that already have some clauses which may be considered as bearing on this subject, and affording us a remedy, I may mention the Public Health Act, which gives very large powers to the Central Board of Health on the outbreak of any epidemic disease, and where it appears that certain measures will prevent such an outbreak it is possible for the Board to step in. A message received by me a few minutes before coming to the House, from the chairman of the Central Board of Health, is to this effect, that he does not think the provisions of that clause are sufficiently ample to cover the necessity of the case that is now under discussion. Rather than trust to something doubtful, something that may leave us in possession of this dire disease and its dread results, I for my own part do not propose to rely upon that particular clause. There is another clause in the Water Works Act, clause 45, which I will read:—
“Where the owner or occupier of any land within the watershed of any water works, or of any reservoir or source of supply belonging to the council or contractors, does or permits to be done, on his land, any act, or permits to remain thereon any matter or thing, which is likely to injure the water supply, if notice to discontinue or remove the same be given to him in writing by an officer of or person authorised by the council or contractors, and if he neglect or refuse to discontinue such act, or remove any such matter or thing, he shall, for each such offence, forfeit a sum not exceeding Five pounds, and a further sum of Twenty shillings for each day (if more than one) that such offence continues.” On the first blush, this appears to meet the case amply; but it reminds me of an advertisement of a specific for destroying

the wire-worm in England some years ago. Some farmers sent the money which the advertiser required for his specific, and he replied by enclosing this simple direction for destroying the wire-worm:—“First catch the worm; give it two good knocks, and it will be destroyed.” Now it seems to me the catching process is the difficulty in the clause I have read. There is no provision here or elsewhere in this Act that will allow any officer of the City Council, or any authorised person, to go on to private land for the purpose of gaining a knowledge of what is going on at the Canning Saw-mills, or any other portion of the water area. No officer of the Council has any right to go on these lands to ascertain what is being done, or whether there is any occasion for notice to be given, or whether it is complied with. Therefore, believing these provisions in existing Acts to be insufficient and altogether ineffectual for the purpose of preventing mischief, I ventured last evening to recommend to the Government the introduction of a short bill that would place this area under the care of the Local Board of Health in Perth. This would probably make it a private bill, and then a certain formula would have to be complied with before it could be introduced. And so it has struck me that the bill might be a general bill, made applicable to all water supply areas, wherever they may be established in the colony for supplying municipalities. Then I entered on the duties of amateur draftsman, and have drafted a bill which, I think, will meet the case. Knowing, also, how full up the Government Printing Office was, and that I had no right to ask the Government Printer to print any amateur drafting of mine, I have had the draft printed in my own office, and the print of the bill is now before hon. members. Let me ask them to believe that I regard this as a serious matter; that I regard myself as placed in a very responsible position as chairman of the Perth Local Board of Health; and that I could not have felt I had done all that was possible unless I had gone the length I have just narrated. I hope there will be some little discussion upon this, and that the Government will not rely upon the thin and poor shreds of existing clauses, but

will give us a satisfactory measure, improving this if they think well, in order to give the power to deal with this evil in a very unmistakable manner, so that there will be no ground for litigation or for questioning the authority. I would also say there is already a machinery in connection with the Local Boards of Health, which have their inspectors and various other servants, so that the work can be done forthwith, as far as they are concerned; but, if we have to rely on the Central Board of Health or on any action that may be taken by the City Council, under the clause in the Waterworks Act, there is no suitable machinery in existence, and not sufficient power to enforce the demands that may be made. I beg to move the adjournment of the House. If this draft bill should meet with the approval of the Government and of hon. members, we can ask for the suspension of the Standing Orders, and pass the bill through all its stages to-night.

MR. QUINLAN: I regret that I was not present when the hon. member brought this very important matter before the House last evening, because I was somewhat acquainted with the facts he has stated to the House, in so far that I knew a report was being sent to the Board of Health some days ago. I shall state what I know of my own knowledge. A medical officer, Dr. O'Connor, has been attending patients at the saw-mills in question, and I think that Dr. O'Connor—although the suggestion emanates from me—should have the thanks of this House and the whole colony for taking such prompt measures to report to the Board of Health the fact that a certain gully leading to the main reservoir of the Perth water supply is very liable to pollution from excreta being washed into it, and likely to cause a serious state of affairs. I know that in no case has death occurred at the mills from fever, but two fever patients who have been transmitted to the Hospital—one from the mills and another from a house in Perth—have died from typhoid fever. In one case I am given to understand it was fever; the person was staying at Musson's boarding-house, which at times contains upwards of 100 people, and this will show the seriousness of the results which may accrue from one person afflicted with

fever being located in such a house. Another fatal case was that of a young man in the Hospital. Supposing that fever cases occur among people at the saw-mills, where medical aid cannot be obtained without sending a long distance, and where certainly the sick persons cannot get that careful attention which in fever cases they ought to have, it is desirable that the Government should take prompt measures to-night to deal with the emergency; and I think the hon. member, who is connected with the Board of Health, deserves every thanks for bringing this important matter so clearly before the House. I think that the Premier, having now heard the hon. gentleman again on this matter, will be able to judge that this matter is worthy of the Government's immediate attention.

MR. SIMPSON: This distinctly points to a very grave danger, and the information that has been conveyed to the House is given on the responsibility and authority of a professional gentleman. It will be a wise thing to support the Local Board of Health in their action, and to do anything we can to assist them.

MR. MOLLOY: I think this is a matter which requires dealing with promptly. I take it that this is the excuse of the hon. member in bringing this matter before us as one of urgency. The danger has become so pronounced that I think urgent attention is necessary; and if effect can be given to legislation in this respect, so as to have some protection for the preservation of the health of the city, I think it will commend itself to the members of this House, and before this session closes we will have the remedy which is suggested by the hon. member.

MR. RANDELL: Unless the Government are absolutely sure that there is machinery already in existence sufficient to deal with this matter, it is really incumbent on them to take such steps as may be necessary to meet the present evil. From my hasty reading of the bill which the hon. member for the Greenough has prepared, it seems to me to meet all the requirements of the case. As he has pointed out, that section in the Water-works Act perhaps does not go far enough, for inspectors have not power to go over private land to see whether a nuisance is created; therefore

any other provision in the Act is inoperative from that defect. Some years ago, after the Jarrah Company's station was established, sawdust was allowed to go into the stream, and some means was found to stop the practice, because it was injurious to the health of those persons who had to use the water lower down. I am given to understand the Company thought the Government could not interfere with them; but I know that a stop was put to the practice, after injurious effects had been manifested. How much more dangerous will it be if pollution of the more obnoxious kind finds its way into the streams which supply the reservoir from which we get our water in Perth? The inhabitants of the city are becoming very much more dependent on the water supply, and some will use it entirely; therefore it is an absolute necessity that we should be assured that no pollution should be allowed to take place; and I join the other hon. members who have spoken in urging on the Government to take such steps as are necessary. If this draft bill, in the opinion of the Attorney General, will meet the circumstances of the case, I hope the Government will support it and pass it through all its stages, so that it may come into operation immediately.

THE ATTORNEY GENERAL (Hon. S. Burt): This, no doubt, is an important subject. Professional men tell us there is a danger of the pollution of the Perth water supply; and inasmuch as we find the Perth Local Board of Health, or one or two members of that Board, taking an interest in the subject, I think they should be encouraged in such steps. Unless there is some serious objection to the procedure, it is advisable to do what we can in this matter. I rather welcome the steps which the hon. member has taken, showing that one person, at any rate, on one Local Board, is careful of the health of the people. Although under the 37th section of the Public Health Act I think we could do everything that is required, still this section was designed to meet special cases of anticipated disease or disease broken out already. But as the hon. member has got a bill already drawn, I think that, with a few amendments, we can put it into shape. I am not inclined to stand in the way, nor will the Government as a

whole. This bill puts the business more directly under the control of the Local Board of Health; but, under the Public Health Act, that can be done also by regulations of the Governor-in-Council. If the hon. member likes to move this bill in the House, with a view to passing it through all stages, we may be able to amend it sufficiently in committee.

MR. TRAYLEN: My observations with reference to the 37th and 38th sections were that the chairman of the Central Board, whilst at first of opinion that great powers are conferred, as they really are by these sections, and might be made to meet the case, sent me word just before coming here that after all he thought they were insufficient, and that it was better to have something more definite. So that when the present motion has been disposed of, I will ask leave to introduce this bill.

Question—That the House do now adjourn—put and negatived.

MUNICIPAL WATER SUPPLY PRESERVATION BILL, 1892.

SUSPENSION OF STANDING ORDERS.

On the motion of Mr. TRAYLEN, the Standing Orders were suspended for the purpose of passing this bill through all stages at one sitting.

FIRST READING.

The bill was introduced and read a first time.

Ordered—That the bill be printed.

SECOND READING.

MR. TRAYLEN: I do not think I need touch on the principles of the bill. They are to give power to Local Boards of Health to arrange for preserving from pollution the water in any catchment basins where there are any municipal water supplies. The bill is based on the principle that Local Boards of Health have machinery which they can set in motion for that purpose, without any extra expense. I move that the bill be read a second time.

Agreed to.

IN COMMITTEE.

Clause 1—Short title—passed.

Clause 2—Water supply area under jurisdiction of Local Board of Health:

THE ATTORNEY GENERAL (Hon. S. Burt) said it would be difficult to define the catchment area, as this bill was to be of general application. The catchment area would not necessarily be a reserve made for the purpose. He suggested that the catchment area might be specially defined in the *Government Gazette*, at the request of the Local Board of Health in each case. It was material that the catchment area should be defined in some way.

MR. TRAYLEN said the catchment area should comprise the area where the rain gravitated by drainage to the reservoir. It might be an expensive process to find out by surveys and levels the actual drainage area; and if the municipal council did not incur that expense, it might be put in an awkward position by not being able technically to enforce the Act.

MR. MOLLOY believed that in the agreement of the Perth Water Supply Company made with the City Council, the catchment area was defined as so many acres.

MR. CLARKSON suggested that all the country which drained into the reservoir should be included in the catchment area.

THE ATTORNEY GENERAL (Hon. S. Burt) said that by making the catchment area a part of the Municipality in order that by-laws as to health might be enforced, there would be many conditions in a large town that would not be applicable to a country area. Then as to a natural drainage area, the Board of Health might be blocked by the objection that a particular part was not one where a stream would run. Perhaps the clause might stand as printed, but he suggested that the word "placed," in line 2, be omitted as unnecessary.

MR. TRAYLEN accepted the verbal amendment.

The clause was passed as amended.

Clause 3—Provision of Public Health Act and Amendments to apply to said areas:

On the suggestion of the Attorney General, the words "together with any or all amendments thereof (with the exception of taxation)" were struck out, and the following inserted in lieu thereof: "And any Act incorporated therewith." And at the end of the clause were added

the words: "Provided, however, that no such area shall be liable to be rated under the provisions of the Public Health Act, 1886."

Clause passed as amended.

Clause 4—Local Board may make by-laws:

On the suggestion of the Attorney General, the words "or any health committee thereof" were struck out; also sub-section (e) was struck out; sub-section (f) was amended by adding at the beginning the words "For defining;" sub-sections (g), (h), and (i) were struck out.

Clause passed as amended.

A new clause was added on the suggestion of the Attorney General, thus:—"This Act shall be read with 'The Public Health Act, 1886,' and any Act incorporated therewith."

Preamble passed.

Bill reported as amended, and report adopted.

THE SPEAKER suggested that the third reading of the bill be postponed until next day, to enable the bill to be reprinted as amended.

Agreed to.

HAWKERS AND PEDLARS BILL.

LEGISLATIVE COUNCIL'S AMENDMENT.

In committee, the amendment made by the Legislative Council, for exempting hawkers of newspapers from the penalty for illegally hawking, was agreed to, on the motion of the Attorney General.

ESTIMATES OF EXPENDITURE, 1892.

LOAN ACCOUNTS.

In Committee of Supply, the consideration of the Estimates of Expenditure from the several Loan Accounts was proceeded with.

LOAN ACCOUNT, 1884.

Balances unexpended to be re-voted for 1892; total, £3,599 1s. 7d.:

MR. CANNING asked whether the item of £262 15s. 7d., incidental expenses, was remaining over from a sum of £3,000 which was voted some years ago for boring for water in the Eucla District. From recent boring operations in the western portion of Queensland, and extending along the Darling River in New South Wales, there was

ample evidence that an artesian water supply existed all along that range of pastoral country; and there was a strong presumption, supported by scientific opinion, that the artesian supply probably continued to the shore of the Great Australian Bight. There was every reason to believe that artesian water could be obtained by deep boring in the Eucla district, if the proper means were taken to test the ground. The Eucla district was known to be very good pastoral country; indeed there was no finer country in Australia; but it was almost unavailable through the absence of water in summer. By tapping artesian water in the Eucla district, we might add really a new territory to Western Australia. He had been at some pains in obtaining information, and it all tended to show that there was no finer district in Western Australia than the Eucla district, except for the great drawback as to the scarcity of water. Some enterprising gentlemen had invested considerable sums of money in the Eucla district, but so far the results had not been encouraging; and unless some efforts were made by the Government to obtain water, these investors would have been throwing their money away. This object was one of national importance, and the cost should not be left to individual enterprise. Instead of appropriating large sums to purposes which he regarded as visionary, the Government should aim at practical and useful results in this direction.

THE PREMIER (Hon. Sir J. Forrest) asked what sums the hon. member referred to.

MR. CANNING said he referred to many sums voted to purposes that could not lead to immediate practical results.

THE PREMIER (Hon. Sir J. Forrest) again asked the hon. member to name them.

MR. CANNING instanced the proposed employment of an expert for advising as to the best mode of growing oysters. He hoped the Government would devote a portion of the fund at their command for general purposes to solving the question, in a determined manner, as to whether artesian water could be obtained in the Eucla District. He complained also that during his speech he was treated discourteously by loud conversation being carried on upon the Government benches.

MR. RICHARDSON said this important matter of boring for artesian water deserved the serious attention of the Government, but there was the preliminary difficulty that there might not be enough water for supplying the machinery while boring. The expense, therefore, might run into thousands of pounds. He was informed there were millions of acres of very fine grazing country in the Eucla district. If water was to be drawn from a great depth there must be artesian pressure to force it up, or the deep wells would be useless for stock purposes. Probably a vote of £10,000 would be required, though the experiment might be justifiable.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said a debate took place in 1885 on this subject, and the then Government pledged itself to assist certain capitalists in boring for water in the Eucla district, by subsidising them to the extent of £3,000 if they expended a like sum. Nothing was done under that arrangement.

MR. CANNING said the conditions were vexatious.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said that from all he knew of that territory, a very large sum would have to be expended in testing the ground for water, and the conditions were not sufficiently favorable to warrant a large outlay by the Government. Recently he received a letter from a firm in that locality, complaining of a want of attention on the part of the Government, and suggesting boring for water. The South Australian Government had spent a large amount, and as the result of their operations in boring for water, one station for sheep had been established in a district not previously occupied. This result was not sufficiently encouraging for a large expenditure in boring to test the Eucla district.

Items of 1884 Loan Estimates passed.

LOAN ACCOUNT, 1888.

Balances unexpended to be re-voted for 1892; total, £5,166 6s. 10d.:

MR. R. F. SHOLL asked whether the sums voted for additions to the telegraph offices at Cossack and Carnarvon had been expended. The work was urgently

required, and had been strongly recommended by Sir Malcolm Fraser when in the district.

MR. TRAYLEN asked whether the proposed refreshment room at Beverley railway station was included in the item of £1,098 2s. 10d. for additions and alterations to Beverley railway station.

THE COMMISSIONER OF RAILWAYS (Hon. H. W. Venn) said it was included.

MR. TRAYLEN asked why the refreshment room was to be built on the York side of the railway. The wood pavement also was very defective.

THE COMMISSIONER OF RAILWAYS (Hon. H. W. Venn) replied that the Engineer-in-Chief and himself had decided, on the spot, that the York end of the platform was the only suitable place, as there would not be sufficient space at the other end, after completing all the buildings that were contemplated. Contracts had been let, and the work was then under way. The wood pavement had been put down some years ago to test the karri timber for that purpose.

MR. TRAYLEN said that, as to sufficient space, it had been suggested that the post office need not be in the station yard.

MR. SIMPSON said that as to the item of £166 9s. 4d. for completing the duplication of the telegraph line between Perth and Geraldton, there were grave complaints from each end of the line of very frequent interruptions. He received numerous complaints from Geraldton almost weekly, and great inconvenience was caused.

MR. PARKER observed from the Estimates that wherever money was to be spent, there were charges put down for draftsmen, clerks, and so on. Apparently the permanent staff had nothing to do, for although an ample staff had been already provided on the regular estimates, yet the actual work seemed to be done outside the permanent staff, which appeared strange to him. A high percentage had to be paid even for assistance in drawing the architects' plans.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that the officers on the Loan Estimates were all temporary. The officers on the permanent staff devoted their time almost entirely to the works that were being done out of public revenue. The

permanent staff would be found, on comparison with these numerous works, to be exceedingly small, the expenditure on these works out of public revenue being something like £100,000. The officers on the Loan Schedule, being temporary, would cease to be employed when these loan moneys were expended. The tabular statement accompanying the Estimates would show how the money was likely to be expended.

MR. A. FORREST asked for information about the stock route between Robe River and Northampton, on which £1,200 was to be expended. This had been before the House some years, and now he observed a salary of £12 10s. for a clerk for one month. He could not help agreeing with the complaint that when any small building had to be erected out of loan funds, extra assistance was charged. The new wing of the Colonial Hospital, for instance, required a draftsman and a clerk. Surely the permanent staff ought to be able to do a job like this, costing £2,250, without extra assistance. As to the stock route, this expenditure had been passed by the House when he first became a member; yet here it was still on the Estimates, and a clerk's salary was to be taken out of the vote. As the money had not been spent during the past three years, he did not see why they should spend it now when there were very few stock to come down. He objected most strongly to the way in which the Loan Estimates were put before the House. He did not object to the totals, but to the way in which they were made up, which was most extraordinary. The officers employed on these loan works were paid far in excess of any other officers in the department.

THE PREMIER (Hon. Sir J. Forrest) said they were paid at a higher rate because they were temporary.

MR. A. FORREST said he had never been able to see why an officer who was employed temporarily for twelve months should be receiving double the pay of a permanent officer.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the Audit Act would show the reason for the Loan Estimates being put before the House in their present form. [He read clauses 18 and 19 to show that the Act required that the necessary staff for

carrying out each separate work should be set forth in the Estimates, otherwise the Auditor General might refuse to sanction the item for salaries.] As to the stock route, although the work had been delayed for want of local information which he had endeavored to obtain but had not obtained fully, yet there was now some chance of the work being done.

MR. SIMPSON said that for expending £3,295 on public buildings at Geraldton, Cossack, and other Northern towns, the charges for clerks and other expenses amounted to 17 per cent.

MR. CANNING said there appeared to have been a lamentable want of energy in pushing on works which had been authorised years ago. He did not know who was to blame, but when the House had voted money for certain purposes, that money should be expended within a reasonable time. Of the large amounts for last session, also, very little had been expended. The colony was stated to have been making wonderful strides; but, like the policemen in the "Pirates of Penzance," the only movement was marking time, saying "On we go, and on we go," while we did not go at all.

AN HON. MEMBER: The money goes.

MR. RICHARDSON, referring to the stock route, said a large amount of information was collected 18 months ago, and although there might have been exceptional difficulties, the work did not proceed.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that from all the information received he thought that considerably more than £1,200 would have to be spent on the stock route. The Government might possibly be able to supplement this amount out of the vote for roads and bridges.

MR. R. F. SHOLL asked whether it was really necessary to expend £344 on additions to wharf and water pipes at Wyndham, where the population was only 25 males and 7 females.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said this item might not be expended, as far as the water supply was concerned. He thought, however, the supply was required for watering stock when shipping at the jetty.

THE PREMIER (Hon. Sir J. Forrest) said that on the ordinary Estimates there was an item of £1,000 for providing shipping facilities at Wyndham, and the present item on the Loan Estimates was the unexpended balance of the old loan. It was intended to expend this balance, but the £1,000 out of the revenue would not be expended unless it was found necessary. In connection with several old works there were a few pounds of unexpended balance, and the Government intended to expend them, the result being a probable saving out of the revenue.

Items of 1888 Loan Estimates—passed.

LOAN ACCOUNT, 1891.

Railway from Perth to Bunbury, £205,000; from Boyanup to Minninup Bridge, £19,682 11s. 8d.; and from Boyanup to Busselton, £35,000; total, £259,682 11s. 8d.

MR. PARKER expressed astonishment that such a large number as 22 resident and assistant engineers, surveyors, and clerks were required during the next twelve months in connection with the construction of the Perth to Bunbury, Boyanup to Minninup, and Boyanup to Busselton Railways. These were required to look after the lines, in addition to the Engineer-in-Chief, the Engineer in Charge of Existing Lines, and the Assistant Engineer. He could not understand it.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that he had placed on the table the drawings for the next section, Pinjarrah to Bunbury; and these would show to hon. members the manner in which the work was executed in the department, and enable them to realise the amount of clerical and other labor necessary in drawing plans for every mile of the line. Many of these officers had been engaged from the first of the year, but on the first section, Perth to Pinjarrah, their time was now fairly exhausted, and they would be employed on the other sections. The manner of making out the estimates, so as to show how each man was employed, compelled him to show a tenth of a man here, an eighth of a man there, and so on, the same man being shown for a portion of his time on several dif-

ferent works spread over a year or part of a year. The staff might appear to be enormous, but the percentage of cost was very moderate by comparison.

THE PREMIER (Hon. Sir J. Forrest) said that although this new form of making out the Loan Estimates might not be readily intelligible at first sight, yet the Estimates were compiled in this form for the purpose of giving the fullest information to hon. members, and enabling them to exercise control over the items. The staffs might perhaps have been lumped under each work, but it was thought better to set out the cost of each man for the time he would be required on each work. Ten or twelve officers on the temporary staff had finished their time already, and if these were deducted, the staff would not be large. Unless the items were stated in this form, hon. members could not see how much salary was to be paid to each officer; so that the House had now, for the first time, the opportunity of seeing whether the salaries of temporary officers were adequate or too great. One man appeared five or six times under the heading of different works, because the Audit Act required the items to be prepared in this form.

MR. PARKER said the items had been prepared very well in this way, and he did not object to the form; but seeing that there were 25 men, not 22, employed on these works, he asked how many draftsmen, and clerks, and engineers were employed on the staff at present.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said there had been no increase of the temporary staff during the past few months, though he had not then a list of the number. He felt confident that this new system of preparing the Loan Estimates would not work out practically, and there would have to be an alteration of the Audit Act. The Engineer-in-Chief and himself had gone to great trouble in carrying out the requirements of the Audit Act.

MR. A. FORREST asked why it would be necessary to have these clerks, after the whole length of the Bunbury Railway was let for construction.

THE PREMIER (Hon. Sir J. Forrest) replied that they had nearly finished their work, and those engaged over two months on one work had finished.

MR. A. FORREST asked what the large number of clerks had been doing. He was told by one engaged in the Public Works Department that the difficulty was to find something to do while in the office.

MR. PARKER said they were reading the newspapers.

MR. A. FORREST said he was generally in accord with the Government programme, but he could not swallow these Loan Estimates.

THE PREMIER (Hon. Sir J. Forrest) said the hon. member should look into them carefully.

MR. A. FORREST said he had looked at them in every possible way, to try and see daylight through them. Why it was necessary to have all these high-class engineers after a contract had been let he could not see. Lower down in the list were supervisors, and all these men were to look after an expenditure of £100,000. If these were the sort of Estimates to be put before hon. members, the Audit Act should be altered.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said he was speaking recently to a prominent contractor on the question of supervision, and the contractor told him that if the Government would not employ supervisors he would take the Pinjarrah contract at a much lower rate than Atkins and Law's price. Hon. members must see that it was necessary to have supervisors for the construction of a bridge, for instance, because the Resident Engineer could not be there to superintend the driving of piles. If supervisors were not on the spot the work would not be done properly. The percentage was only $3\frac{1}{2}$ to 4; but, although the House passed all these items of expenditure, it did not follow that all the sums would be expended unless really required.

MR. R. F. SHOLL said rumors were abroad that one gentleman, who came here highly recommended not many months ago, was given an appointment at £170 a year, while there were many young men in this colony who were quite as able as this new importation to do clerk's work.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that, even allowing this was so, if this clerk came here well recommended, that was a good reason for employing him;

but he did not know of any local applicant who had been refused if work had to be done at the time.

MR. MOLLOY said it would be more intelligible to hon. members if informed that so many engineers, clerks, draftsmen, supervisors, &c., were required in connection with the various works to be done out of loan money.

MR. PARKER said that on the railway from Boyanup to Busselton more than one-third, or 33 per cent., was to be expended in salaries and for looking after the expenditure. In fact to expend £3,300 would cost £1,042.

THE PREMIER (Hon. Sir J. Forrest) said that was the commencement of the work, the plan-drawing, map-making, &c., and there would be very little of that kind of expenditure afterwards. He had called attention to it himself, and he knew that was the explanation. Of course the greater part was incurred in getting the work ready for construction. Hon. members would understand that there had been a great deal of trouble in estimating all these items for every kind of work in advance, and Ministers had to trust largely to the Engineer-in-Chief as to the staff he would require for each work. Having got a good and competent officer, the Government wished to provide him with every facility for doing the work. Hon. members would not find him extravagant. The whole cost would not be more than 3 per cent. of the amount to be expended on the works, and that proportion could not be considered extravagant.

Item passed.

Railway from Eastern Railway to Yilgarn Goldfields, £100,000:

MR. R. F. SHOLL asked when the Government would be able to invite tenders for the Yilgarn Railway.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the survey parties had been greatly hampered by the drought, which had now broken up, and it was no longer necessary to carry water long distances. It would be towards the end of the year before tenders could be invited. The permanent surveys would take two or three months longer. Three survey parties were doing the work, and it was being pushed on as rapidly as possible.

Item passed.

Railway from Geraldton to Mullewa, £40,000:

Passed without comment.

Improvements to Eastern Railway and stations, £38,901 17s. 2d.:

MR. CANNING asked whether these improvements would include a new and larger passenger station to be erected at Perth? The present station was a disgrace, the accommodation being wholly insufficient.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that, from a railway-revenue point of view, there were many better ways of spending money than in erecting a large new station for passengers at Perth, for when erected it would not increase the revenue. He was quite alive to the fact that increased accommodation was wanted at the Perth passenger station. The land which had been resumed for a railway yard and sidings at Perth had taken some time to acquire; the plans were now prepared, and had been officially before him during the last week; and he hoped that before many months were over a new goods station and railway yard would be provided. It would be necessary to fill up some newly acquired land to make it of the same level as the permanent way. Mr. Martin was now engaged on the plans, and hon. members might expect that eventually there would be a goods station at Perth that all might be proud of. The improvements to the Eastern Railway alone would cost £120,000, so that how a present vote of £60,000 was to cover the whole work he could not see. He had not been anxious to touch the £60,000 more than he was obliged to, until the actual amount of improvement work was determined on. When that was settled, they would know how much there would be to spare for the building of a central station at Perth.

MR. PARKER referred to the railway bridge at Beaufort Street, Perth, as being an eyesore and an impediment to traffic. It might be preserved in a museum or be used as a triumphal arch for some country town. How had the £8,928 been already expended on improvements to the Eastern Railway? Was it intended to improve the grades at Greenmount?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said it was

contemplated to replace the bridge at Beaufort Street with an ornamental iron bridge of greater span, to allow three sets of rails to be laid on the railway track. He had seen the design, and was satisfied it would be all that was desired. As to the general improvement of the railway, a man had been obtained from Victoria for the work of grading. A trial survey had been completed, and the Government now had before them the question as to what they should do. A practicable route had been discovered by which a deviation of 13 miles could be made, and the grade would be 1 in 50. This deviation would do away with the present disagreeable and expensive grade. There was the alternative course of using the present line with its steep grades, relaying with heavier rails and getting larger engines. The Government had not yet decided which course to adopt, and until this question was decided he did not feel at liberty to expend money on a central station at Perth.

Item passed.

Additional rolling stock for existing lines, £10,000 :

MR. PARKER asked for information about this item.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that if the Government finally decided to re-rail the present track without touching the grades, it would be absolutely necessary to have additional rolling stock—a heavier class of engines—and if these had to be obtained, they would have to be charged to this vote.

MR. A. FORREST said this explanation was not satisfactory because the Government must have known what they were going to do.

THE PREMIER (Hon. Sir J. Forrest) believed they would have to face the necessity of altering the grades so as to have a ruling grade not exceeding 1 in 50; and he believed the cost would be £86,000 for making the deviation and placing the railway in a satisfactory state. Although asking for votes of about £49,000 for these purposes, the Government might not expend the whole amount. His own opinion, arrived at with great reluctance, was that this deviation would have to be made in order to improve the grades, and he was pleased to know that such a good line

had been discovered, because the greater portion of the line was not 1 in 50, but 1 in 100. The deviation would make an excellent line, and would shorten the distance about $1\frac{1}{2}$ miles.

MR. PARKER said the deviation would run through land belonging to the Midland Railway Company, and while the Government were negotiating as to guaranteeing the interest on a further loan to the Company, they might secure the land required for this deviation.

THE PREMIER (Hon. Sir J. Forrest) said the Government could resume the land required for this deviation without paying anything.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the furthest distance which the new line would deviate from the present track would be $2\frac{1}{2}$ miles.

MR. R. F. SHOLL said the Government were to be congratulated on having obtained a man from the other colonies who could find a new route with better grades.

Item passed.

Railway Surveys, £15 15s. 2d. :

Passed without comment.

Telegraph line from Beverley to Broome Hill, Vasse to Cape Leeuwin, Flint Cliff to Freshwater Camp in Sharks Bay, completion of telegraph line between Derby and Wyndham, and repairs to existing lines, £11,804 15s. 7d. :

MR. R. F. SHOLL asked when the telegraph line to Freshwater Camp would be completed.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that this work was to have been finished some time ago, but had been delayed until sufficient wire arrived from England. He expected to be able to call for tenders immediately.

MR. PIESSE hoped the line from Broome Hill to Beverley would be duplicated, on account of the numerous bush fires.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said he had told the hon. member that the Government would be willing to duplicate this line if sufficient money remained available out of the vote.

Item passed.

Harbor Works at Fremantle, including extension of jetty and improvements to approaches, £80,000:

MR. R. F. SHOLL asked what portion of the original vote had been expended on the jetty, while no plans had been laid on the table in accordance with the Audit Act.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) replied that this was not a new work, but an extension of the old one.

MR. R. F. SHOLL said it was rather an evasion of the Act to have spent some £12,000 in this manner.

Item passed.

Harbor Works at Geraldton, including new jetty, £15,000:

Passed without comment.

Additional Shipping Facilities and Repair of Tramway at Carnarvon, and Dredging, £1,239 8s. 9d.:

Passed without comment.

Shipping Facilities at Ashburton, Landing Stage and Approach and Buildings, £1,500:

Passed without comment.

Harbor Improvements at Cossack, Extension of Jetty and Approaches, £4,750 2s.:

Passed without comment.

Improvement at other Ports, and Contingencies, £1,537 1s. 3d.:

MR. A. FORREST asked what was going to be done at Port Derby.

THE PREMIER (Hon. Sir J. Forrest) said it was intended to spend £3,000 on port improvements.

MR. A. FORREST said the necessary improvements would cost £8,000 altogether.

THE PREMIER (Hon. Sir J. Forrest) said that all the improvement works could not be done in one year.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that £13,000 was to be expended altogether out of loan money for improving the Northern ports.

MR. PARKER suggested that the Government should abandon Port Derby and adopt Broome, with its magnificent harbor, as the principal town of the district. He would give Wyndham to the South Australian Government.

MR. A. FORREST said that from Port Derby there was magnificent country running right back, but from Broome

there was no good country within 100 miles.

Item passed.

Purchase of Steam Dredge, or Dredger, and Dredging, £40,000:

Passed without comment.

Development of Goldfields, Mineral Resources, £30,000:

MR. RICHARDSON said that too much of last year's vote had been spent on the Yilgarn Goldfields, and that other goldfields had not got their fair proportion.

MR. SIMPSON asked whether the Government intended to lay out a town-site on the Murchison Goldfield.

THE PREMIER (Hon. Sir J. Forrest) said yes.

Item passed.

Surveys of Land for Agricultural Settlement along Railways, £7,000:

MR. A. FORREST asked where the larger portion of this sum was to be spent, and hoped that no more useless land would be laid out. Some land near Narrogin was recommended by an officer of the department, and when a surveyor was sent to the ground he reported that the land was not good enough.

MR. PLESSE said a sufficient number of agricultural areas had been laid out already, and it was wasting money to survey lands which he knew were being surveyed for agricultural settlement. These surveys ought to be stopped for the present. Much of the land in the Narrogin area was really useless. Many areas had been selected indiscreetly.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said that hon. members were very good at advising, but never suggested anything better. Neither of the hon. members who had just spoken had been able to tell him where better areas were to be found. The truth of the matter was that the West Australian Land Company had selected nearly all the good land there was between Beverley and Albany. He did not profess to be an expert in land, but he had taken the advice of an officer who had an intimate knowledge of these localities. That officer recommended these areas, and they were gazetted. It was true that when the surveyor reached one of these areas, he marked the plan showing the land was not suitable. Immediate inquiries were made. The

Government, however, had got very little but indifferent land left along the Great Southern Railway, and all he could do was to make the best of that indifferent land, in the hope that at some future time, when land became more in demand for settlement, it would be selected for that purpose.

MR. PIESSE said it did not follow that because blocks were recommended by an officer, the areas containing so much poor land should be laid out. As to the Great Southern Railway people having selected all the good land, there was still very much good land, but it was in isolated blocks. This land should be left open for free selection.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said he was aware that a large extent of the Katanning country was not so good as had been formerly represented to him; but the hon. member (Mr. Piesse) lived in the district, and knowing the areas that were being laid out, why did he not report to him in cases where he knew unsuitable land was being surveyed, so that a stop might be put to such mistakes? By not doing so the hon. member incurred responsibility to the country.

MR. PIESSE said the plans of the intended areas were not in his hands, and he was not able to see how the areas were going to be cut up.

MR. PARKER, referring to the item of £10,000 for immigration, asked how the Government proposed to expend the money. Various nationalities were anxious to depart from their own lands for new settlements—Russian-Jews, for instance. In America a great number were reported to have settled on the soil, not in the towns, and promised to be a useful community. It might be possible to divert a portion of that immigration to our shores. Agriculturists were the class wanted here, and the nationality did not matter, so long as the settlers were Europeans. Chinamen were not wanted here because they did not settle permanently. General Booth was also promoting a settlement, the members being first trained at Home before being sent abroad. The Government of this colony should try to induce General Booth to send a selection of his people to form a settlement here. Even if we paid a portion of the cost of bringing them

here, it would be a benefit. The principal reason for not sending such persons to Australia was the cost of the passage, and a portion of the cost might be paid to the Government.

MR. MOLLOY said he could not see the necessity for a vote of this kind. There was a provision in the agreement with the Midland Railway Company for immigrants to be introduced, but that provision had been suspended by consent of the Government here. That provision should be enforced, if immigrants were required. Every restriction was placed upon experienced colonists coming here, for they were compelled to pay import duty on the furniture they brought here.

THE ATTORNEY GENERAL (Hon. S. Burt) said that, as to charging, the duty on furniture, he would like to know how much furniture could be taken into the other colonies without the duty being charged on it. The hon. member's own friends would be the first to make an outcry against the free importation of furniture brought in by immigrants. For his own part, he would admit the whole lot free.

MR. SIMPSON said he knew that in one other colony allowance was made for furniture brought in, and he thought that poor people who brought furniture with them should not be compelled to pay duty on it.

Item passed.

Lighthouse at Cape Leeuwin, £500:

MR. R. F. SHOLL asked for information as to this lighthouse.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said he did not know whether the work would go on.

THE ATTORNEY GENERAL (Hon. S. Burt) said that when in England he found that the British Admiralty had come to the conclusion that it would be safer for navigation that there should not be a lighthouse at Cape Leeuwin, as it would cause ships to go nearer to that dangerous cape in hazy weather than was prudent, as the rocks ran out from the land 5 to 7 miles. There had been no wrecks at the Leeuwin, and it seemed safer on the whole to do without a light there. Several sites for the lighthouse had been suggested, and if built on the furthestmost point, without land connection, the cost of maintaining it would be

about £3,000 a year. If built on the mainland, although cheaper to maintain, the lighthouse would rather increase the danger to navigation by inducing ships to hug the shore.

• Item passed.

Public Buildings at Geraldton, Cos-sack, and other Northern Towns, £3,295 Os. 1d.:

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) read out a list of the works to be executed, and the estimated cost of each work.

MR. R. F. SHOLL protested against a breach of faith on the part of the Government in not providing out of this vote a sum for a bonded store at Carnarvon. A sum placed on the Estimates last year for this purpose had not been expended, and when he drew attention to it he was told a sum would be placed on the Estimates this year for the purpose, but it was not there now.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that £500 was expected to be saved out of the vote this year, and it would be expended in erecting a bonded store at Carnarvon.

MR. R. F. SHOLL said that each of the Northern ports should have a bonded store.

MR. A. FORREST said that, on the contrary, it was rather a drawback to have a bonded store, because managers of stations ordered a large quantity of goods and placed them in the Customs sheds, and the goods did not reach their destination for a long time. By ordering only what was actually wanted, the stuff went directly to the stations.

MR. R. F. SHOLL said the argument of the hon. member was selfish and childish.

MR. H. W. SHOLL said a bonded store at a port was a great convenience. It prevented smuggling. He once saw 20 cases of gin go over the side of a vessel without paying duty.

MR. A. FORREST said the hon. member for the Gascoyne (Mr. R. F. Sholl) did not know as much of the wants of that district, although representing it, as he knew himself.

Item passed.

Grants in aid to roads and bridges, and water supply on roads, £14,737 4s. 5d.:

MR. RICHARDSON said the details of this vote showed that the cost for engineers, surveyors, and clerks amounted to 12½ per cent., and he thought it would be better to hand over this vote to the Road Boards.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the Road Boards did not spend public money on any road, bridge, or culvert requiring more than £100; therefore the money had to be spent by the Works Department.

MR. A. FORREST asked whether the Perth-to-Fremantle road was repaired out of this vote.

MR. PARKER hoped the Government would not give to the Perth Road Board one single shilling, because persons who put loose rolling stones on a boarded floor, as was done by way of repairing the Causeway Bridge, were unfit to spend any public money.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the Works Department was now thoroughly overhauling the Causeway Bridge and roadway.

MR. CLARKSON said the Road Board in the Toodyay District had over 1,000 miles of road to keep in repair, and for that work the amount received from the Government was only £200 a year.

Item passed.

These completed the Loan Estimates for the year.

THE PREMIER (Hon. Sir J. Forrest) said the Government were sensible of the consideration that had been given by hon. members to these estimates. They had been framed according to a new process, and they did look much larger than they really were. Most of these works were in prospective. With reference to the manner of setting out the items, he had the same feeling as had been expressed by hon. members, namely, that there seemed to be too many officers, and every work had a lot of officers attached to it. But when reduced down to the actual number of men, they were not so many as might appear from the items. No more officers would be employed than were absolutely necessary.

Resolutions reported to the House and adopted.

Ordered—That the Loan Estimates be forwarded with a message to the Legislative Council, and their concurrence desired therein.

ADJOURNMENT.

The House adjourned at 12:30, midnight.

Legislative Council,

Friday, 18th March, 1892.

Suspension of Standing Orders—Loan Estimates, 1892—Municipal Water Supply Preservation Bill: first reading; second reading: committee; third reading—King George's Sound Garrison Discipline Bill: Legislative Assembly's amendments: bill laid aside—Prorogation of Parliament.

THE PRESIDENT (Sir T. Cockburn-Campbell, Bart.) took the chair at 11 o'clock, a.m.

PRAYERS.

SUSPENSION OF STANDING ORDERS.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the Standing Orders relating to the different stages of bills be suspended during the present sitting of the Council.

Question—put and passed.

LOAN ESTIMATES, 1892.

The House resolved itself into committee to consider the Loan Estimates for 1892.

THE COLONIAL SECRETARY (Hon. G. Shenton): These Loan Estimates are submitted to the Council under the provisions of the Audit Act of last year. Before moving that they be passed, I propose to make a few remarks upon them. If hon. members will turn to page 13 they will see the works that the Government propose to carry out during the year. In arranging these there has been some little difficulty in carrying out

the provisions of the Audit Act. Under that Act the salaries have to be apportioned to each work, and therefore these Estimates make the staff appear large; but if hon. members will look into the items they will see the salaries are distributed over the whole of the works for the year. I must say this seems to me rather a cumbersome way of doing it, but the Act requires it to be done. The Government have already stated in this House that they will not undertake the railway to the Vasse until the Mullewa and Yilgarn railway lines are commenced. In this Estimate we ask for £669,963 16s. 1d., to be expended as follows:—
 " Railway from Perth to Bunbury, from
 " Boyanup to Minninup Bridge, and from
 " Boyanup to Busselton, £259,682 11s.
 " 8d.; Railway from Eastern Railway to
 " Yilgarn Goldfields, £100,000; Railway
 " from Geraldton to Mullewa, £40,000;
 " Improvements to Eastern Railways and
 " Railway Stations, £38,901 17s. 2d.;
 " Additional Rolling Stock for existing
 " Railway Lines, £10,000; Railway Sur-
 " veys, £15 15s. 2d.; Telegraph Line
 " from Beverley to Broome Hill, Vasse
 " to Cape Leeuwin, Flint Cliff to Fresh-
 " water Camp in Sharks Bay, completion
 " of Telegraph Line between Derby and
 " Wyndham, and repairs to existing lines,
 " £11,804 15s. 7d.; Harbor Works at
 " Fremantle, including extension of Jetty
 " and improvements to Approaches,
 " £80,000; Harbor Works at Geraldton,
 " including new jetty, £15,000; Addi-
 " tional shipping facilities and repair of
 " Tramway at Carnarvon, and Dredging,
 " £1,239 8s. 9d.; Shipping facilities at
 " Ashburton, Landing Stage and Ap-
 " proach, and Buildings, £1,500; Harbor
 " Improvements at Cossack, extension of
 " Jetty and Approaches, £4,750 2s.; Im-
 " provements at other Ports and Contin-
 " gencies, £1,537 1s. 3d.; Purchase of
 " Steam Dredge or Dredges, and Dredg-
 " ing, £40,000; Development of Gold-
 " fields and Mineral Resources, £30,000;
 " Surveys of Land for Agricultural set-
 " tlement along Railways, £7,000; Im-
 " migration, £10,000; Lighthouse at
 " Cape Leeuwin, £500; Public Buildings
 " at Geraldton, Cossack, and other Nor-
 " thern Towns, £3,295 0s. 1d.; Grants
 " in-aid to Roads and Bridges, and Water
 " Supply on Roads, £14,737 4s. 5d."
 We ask for authority to expend these