

## Legislative Assembly,

Friday, 11th October, 1895.

*Public Works Departmental Inquiry—Water and Electric Works License Bill: third reading—Message from His Excellency the Administrator: Receipt of Resolutions—Goldfields Bill: Legislative Council's Amendments, considered in committee—Preservation of Meat by canning, etc.—Width of Tires Bill: first reading; second reading in committee; third reading—Message from Legislative Council: amendments in Goldfields Bill—Message from Legislative Council: Width of Tires Bill, disagreeing to Assembly's amendments in, and consideration in committee—The Public Works Departmental Inquiry—Prorogation Arrangement, and Thanks to Officers—Adjournment.*

THE SPEAKER took the chair at 2:30 o'clock, p.m.

PRAYERS.

## PUBLIC WORKS DEPARTMENTAL INQUIRY.

MR. JLLINGWORTH, by permission and without notice, asked the Premier whether it was correct that there had been an inquiry into the conduct of certain servants in the Public Works Department, and whether there was any objection to lay on the table of the House a report of any examination so made. He understood that certain employees had been dismissed.

THE PREMIER (Hon. Sir J. Forrest) replied that he had heard there was a departmental inquiry held in that department, some time ago, but he had not seen the papers relating to it, nor did he know directly anything about it. He had heard also that a person who was suspended had been since reinstated, but he did not hear that officially. The Director of Public Works, who was not then in the House, might arrive shortly and be able to answer the question.

## WATER AND ELECTRIC WORKS LICENSE BILL.

Report of Committee, with amendments, adopted.

## THIRD READING

Bill read a third time, and transmitted to the Legislative Council.

## MESSAGE FROM HIS EXCELLENCY THE ADMINISTRATOR.

## RECEIPT OF RESOLUTIONS.

The following Message was delivered to and read by Mr. Speaker:—

ALEX. C. ONSLOW,  
Administrator.

The Administrator has the honor to acknowledge the receipt of Addresses Nos. 2, 3, and 4, the first mentioned relating to the appointment of a commission to sit during the recess for the purpose of examining into the fencing laws; the second conveying a memorial to be presented to the Right Honorable the Secretary of State for the Colonies, in accordance with a resolution of the Legislative Council and of the Legislative Assembly; and the third relating to the Civil Service Commission.

These several matters will be attended to.

Government House, Perth,  
11th October, 1895.

## GOLDFIELDS BILL.

## LEGISLATIVE COUNCIL'S AMENDMENTS.

The House went into committee to consider the amendments made by the Legislative Council in the Bill. [Vide Message, p. 1332 ante.]

## IN COMMITTEE.

No. 1 amendment.—On page 3, Clause 4, "add the following words to the end of the clause:—"The expressions 'person,' 'holder,' 'owner,' 'lessee,' include any body of persons, whether incorporated or not."

THE ATTORNEY-GENERAL (Hon. S. Burt) said this amendment in the interpretation clause had reference to gold-mining leases, and when considering the clauses in this House the words "or joint-stock company" were inserted after the word "person"; but inasmuch as the word "person" always included the plural, to put these words in the interpretation clause, as the Legislative Council now suggested, would not be of use. Still, it might make the meaning clearer; and, in order to agree with the other House on the point, he now moved that the amendment made by the Legislative Council be agreed to, in the following form: 'Person,' 'holder,' 'lessee,' shall respectively include any body of persons, whether incorporated or not.' Hon. members would see that this form of words embodied the substance of the Council's amendment, but

would give effect to it in a more exact manner.

Put and passed.

No. 2 amendment.—On page 5, Clause 11, line 9, strike out all the words after “registrar,” and insert the following:—“There shall also be kept in the office of the Minister of Mines in Perth, in respect of each gold-field or district, a register, wherein shall be registered all leases and applications therefor and transfers thereof, and of any shares or interests therein respectively, and all liens, charges, and other dealings and transactions relating thereto respectively.

“2. No transfer of any lease, or of any share or interest therein, nor any lien, charge, or other dealing or transaction relating thereto respectively shall be valid until registered as aforesaid.”

THE ATTORNEY-GENERAL (Hon. S. Burt) said that, when this clause was previously before this House, he had stated that the Government would endeavor to settle the details of the clause in the Upper House. This had been done in the clause as amended by the Legislative Council. The register provided for in the clause would be a register of leases; and the intention was to keep the department on the fields well posted by having a record of leases kept there, while the official register would be kept only in Perth. He moved that the amendment be amended by inserting the words “to be called the register of gold-mining leases,” after the word “register,” in the second line.

MR. ILLINGWORTH, referring to Sub-clause 2, said this really meant that if a man sold his interest in a property, and that interest was not registered at the time, the sale would be invalid. Surely it could not be intended to invalidate transactions between buyer and seller in this way, where the buyer chose to take the risk. Yet the sub-section seemed to invalidate all such transactions, unless the interest dealt with was actually registered in the name of the seller at the time of sale. If the purchaser were content to take the risk, why should the sale be invalidated? The purchase of a property also might become invalid in this way, merely because one of several proprietors did not happen to have registered his interest prior to the transaction.

MR. LEAKE said there was a great deal of force in what the hon. member for Nannine had said. The introduction of this sub-section, as it was worded, would have the effect of

invalidating any contract until it was registered.

THE ATTORNEY-GENERAL (Hon. S. Burt) said it would not invalidate any contract, but would render a contract ineffective until the registration was made. If a portion of an interest was sold, that transaction would be of no legal value until the interest was registered.

MR. ILLINGWORTH said it would be a very serious matter if the transaction took place at a distance, because a vendor might get a better offer before the first transfer was registered, and, the second sale being registered, might take priority in the eye of the law over the first transaction.

MR. JAMES said that neither the object nor the wording of the sub-clause was to invalidate contracts entered into before registration. The effect would be practically nothing more than that a transfer of any interest would be ineffective until the transfer was registered.

THE ATTORNEY-GENERAL (Hon. S. Burt) said it would be better to alter the wording of the amendment somewhat in the sub-section, after the first part had been disposed of.

Amendment, in second line, put and passed.

THE ATTORNEY-GENERAL (Hon. S. Burt) further moved to strike out all the words after the word “shall,” in line 6, and insert the following in lieu thereof: “until registered as aforesaid be effectual to pass any share or interest in any such lease, or to render the same liable to any charge or encumbrance.”

Put and passed, and the Council’s amendment, as thus amended, agreed to.

No. 3 amendment.—On page 6, Clause 12, line 2, strike out “lease”:

Put and passed.

No. 4 amendment.—On page 6, Clause 14, line 3, after “of,” at the end of the line, insert “the manager or”:

Put and passed.

No. 5 amendment.—On page 8, Clause 17, lines 3 and 4, strike out “for the purpose of making acceptance on transfer of any lease, claim, or other authorised holding”:

Put and passed.

No. 6 amendment.—On page 12, Clause 31, line 2, “Strike out “or joint stock company”:

Put and passed.

No. 7 amendment.—On page 14, Clause 34, line 10, between “thereto” and “any” insert

"and a lease may be granted notwithstanding that the person applying for the same may not in all respects have complied with the regulations":

THE ATTORNEY-GENERAL (Hon. S. Burt) said the amendment was of too wide a character, as it might permit of a person obtaining a lease who had failed to comply with the regulations in regard to some essential feature. The object suggested by the amendment could be met by regulations in matters of minor detail, and beyond that he did not think the House was prepared to go. He therefore moved that the Council's amendment be disagreed to.

Question put and passed.

No. 8 amendment (new clause):

Put and passed.

No. 9 amendment—Insert the following new clause, to follow Clause 66:—"Upon the granting of any injunction relating to any lease, as provided in the last preceding sections, the Warden shall at once notify by telegraph, or, if there shall be no telegraph, by letter, to the Minister of Mines, the fact of such injunction being granted, and the particulars thereof, and on receipt thereof a note of such injunction being granted shall immediately be made in the Record Book kept in the Minister of Mines' office, and such injunction shall be of no avail until so noted":

THE ATTORNEY-GENERAL (Hon. S. Burt) moved that the amendment be amended by the insertion of the word "two" after the word "last," in line 1, and by striking out lines 5 and 6, and the insertion of the following words in lieu thereof: "Register of gold-mining leases."

Put and passed, and the Council's amendment, as thus amended, agreed to.

Resolutions reported.

Report adopted.

THE ATTORNEY-GENERAL (Hon. S. Burt) moved that Mr. Illingworth, Mr. Leake, and the mover be appointed a committee to draw up reasons for the inability of the Assembly to agree to the Legislative Council's amendment, No. 7.

Put and passed, and the committee retired to draw up reasons.

MR. LEAKE brought up the following report:—"The committee beg to report the following reasons for disagreeing to No. 7 of the amendments made by the Legislative Council in the Goldfields Bill:—The proposed

"amendment appears to conflict with the provisions of Section 31, and might lead to evasions of the Regulations in important particulars. The object suggested by the amendment can be effected by Regulations, if it is intended simply to meet the case of an inadvertent omission to formally comply with the Regulations in matters of minor detail."

Report of committee adopted.

Ordered—that a message be transmitted to the Legislative Council, informing them that the Assembly had agreed to their amendments Nos. 3, 4, 5, 6, and 8, had amended Nos. 1, 2, and 9, and had disagreed to No. 7, and forwarding the reason for such disagreement.

#### PRESERVATION OF MEAT BY CANNING, ETC.

MR. GEORGE, in accordance with notice, moved—"That, in the opinion of this House, it is desirable that the Government should enquire into (and be empowered to take) the best and necessary steps to encourage the preservation of meat by canning or other process." He said: My reason for moving this is to put myself right, after the unfortunate position in which I found myself the other evening, in having voted against the resolution sent down by the Legislative Council, favoring the encouragement of the preservation of vegetables. The principle, however, that I am aiming at is, that those persons who wish to establish an industry of this sort may have some encouragement from the Government. I do not propose, at this stage, to ask that a bonus should be given, but that the Government should use all the means in their power to make enquiries in order to find out if there is any reasonable prospect of successfully establishing this industry. The report of the Collector of Customs shows that a large amount of tinned meat is imported and sent to the goldfields, and it appears to me that, as we have large tracts of good pastoral land in this country, we should be able to raise stock sufficient to supply a preserving factory with meat, and thus prevent so much tinned meat being imported. So far as my district is concerned, there are already several factories there for preserving fish, and I think encouragement should be given to those persons who are willing to start the industry of preserving meat and vegetables; and for that reason I shall be very glad if hon. members will pass the motion.

MR. WOOD : I second the motion.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) : There is not much to object to in the motion, and I do not think it will do either good or harm. I think, however, that it is somewhat impracticable at the present stage, because sufficient meat is not produced in the colony to establish a meat preserving factory. I therefore think that, in order to start an industry of this description now, the meat would have to be imported for preservation. If the hon. member had asked the Government to encourage the preservation of fish, which is a very important industry in his own district, he would have met with more support from the House.

THE PREMIER (Hon. Sir J. Forrest) : I really think the hon. member should withdraw his motion. We do not wish to vote against it, if we can help it, but really to put on our records that we have been asked to encourage the meat-preserving industry, when we have no meat of our own to preserve, would be a strange proceeding. I hope the time will come when such industries will be required, but at the present time I cannot support the motion.

MR. WOOD : I would like to assist the hon. member for the Murray in his difficulty, with regard to the position he found himself in the other evening, and therefore I ask if it is possible to add to the motion a provision that encouragement should be given to the preservation of fruit and vegetables.

THE SPEAKER : No; that would not be in order now.

MR. WOOD : Then I think the hon. member should withdraw his motion, because no company could afford to import meat for preserving purposes at 9d. per lb., which is the ruling price of meat now.

MR. GEORGE : Speaking in reply, I wish to say that, in moving the motion, I explained that my object was to put myself right in regard to the way I was forced to vote the other evening against the motion for the encouragement of the preservation of vegetables. I may say that I have been asked to make this request by a gentleman who contemplates establishing the industry in my district, and I do not think he would do so if there was no meat for him to preserve. However, I will, by leave of the House, withdraw the motion.

Motion, by leave, withdrawn.

At 4.15 p.m. the Speaker left the chair.

At 4.45 p.m. the Speaker resumed the chair.

## WIDTH OF TIRES BILL.

Received from the Legislative Council, and read a first time.

### SECOND READING.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) : In rising to move the second reading of this little Bill, the object of which is to regulate the width of tires to be used on certain vehicles, I commend it to the good sense and the practical consideration of the House. I think hon. members will recognise that it will prove to be a most useful measure if carried into law, and I believe the result will be that many thousands of pounds will be saved to those public bodies which have the responsibility of forming and taking care of our roads. Any hon. member who has had practical experience of this matter, cannot but be aware that nothing is so injurious to the roadways as to have heavily laden carts fitted with very narrow tires running over them. It is a very regrettable fact that legislation to prevent that evil has not been passed in this colony up to the present time. Similar legislation is in force in most other countries, and in France it is particularly stringent, for in addition to the tires of vehicles having to be very wide, a regulation also exists providing that four-wheeled waggons should be so constructed that the hind wheels should not run in the same line as the front wheels. It will therefore be seen that, with wide tires, the roads would be rolled and strengthened rather than destroyed. The measure before the House provides that, after a certain date, all vehicles shall be constructed in such a way that their weight shall not be out of proportion to the width of their tires. It has been found difficult, so far, to determine the weight of a vehicle having tires of a certain width, owing to the absence of weighbridges; and, in order to overcome that difficulty, it is proposed in the Bill that when the diameter of the axle arm of a vehicle is two inches, the width of the tire shall be three inches, and the scale graduates so that when the axle arm is three inches in diameter, the tire shall be five inches wide. I hope the House will favorably consider the Bill. It has been passed by the Legislative Council, and was criticised in that House by several hon. members who are experienced in these matters; and the Bill having passed through that ordeal successfully, I confidently submit it to the hon. members of this House for approval.

Before concluding, I would like to say that we should remember the grants to the country Roads Boards are very small indeed, compared with the number of miles of roads they have to keep in repair. In some cases these bodies have 1,000 miles of minor roads under their care, and are only allowed £200, £300, or £400 a year with which to keep them in order. Well, when these roads are exposed to the danger of being cut up by heavily laden waggons which are fitted with very narrow tires, the Roads Boards suffer further disadvantage in consequence of the damage those vehicles do to the roads. No doubt, some hon. members recollect that at the time the railways were being constructed in the country districts, and the contractors were carting heavy loads of four, five, and six tons over the roads, the damage to the roads was enormous, and no doubt it will require many thousands of pounds to repair them. With these few remarks, I recommend the measure to the practical consideration of the House.

MR. SOLOMON: I have much pleasure in supporting the second reading of this Bill, because I think the measure supplies a long felt want, especially to the country districts. With regard to the regulating of the width of the tires of vehicles in accordance with the diameter of the axle arms, I have no doubt the provision will answer the purpose, but if the weighbridge system, which has been referred to, could have been established, I think it would have served another good purpose, in addition to that mentioned by the hon. gentleman, and that is that it would ensure correct weights being given to purchasers.

MR. GEORGE: I shall also support the second reading of this Bill, because I think we are on the right track in regard to this matter. A few minor alterations to the Bill are necessary, and when it is being considered in committee I shall propose some. I may say that when I was a boy in the old country, I remember reading the regulation for the management and control of the old turn-pike roads, and one of them, which struck me then as being a rather peculiar provision, but which I think now is a good one, provided that vehicles having wider tires than others should be charged less toll in proportion to those having narrow tires. That provision, I think was made simply for turning heavy waggons into road rollers, so to speak, in order to keep the roads in repair.

Question put and passed.

Bill read a second time.

IN COMMITTEE.

Clause 1:

Put and passed.

Clause 2—"Width of Tires prescribed":

MR. GEORGE said the scale of tires began at 3 inches, whereas many light carts, used in business for carrying loads of varying weight, would be required to have an excessively wide tire, merely because they carried occasionally a load heavy enough to bring them within the scope of the bill by having an axle arm of two inches diameter. He moved, as an amendment, that the figure "3" be struck out, and the figures "2½" inserted in lieu thereof; also that the words "not less than" be inserted before the figures 2½. In railway contract work the tires were generally wide, as a matter of necessity, for going over soft ground and for rolling a new embankment.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said it was not desirable to amend the Bill too much, at this late stage of the session, if hon. members wished to have legislation on the subject this session. Light vehicles, not carrying over a ton weight, would not cut up any roads. The object was to prevent heavy vehicles from doing so. For practical reasons, it had been thought desirable to start the scale at three inches, rather than two and a half inches, as proposed in the amendment. Many carts in Perth, for instance, carried up to thirty hundred weight, on a tire of two and a half inches; but that width was not enough for such heavy weights. The scale in the Bill was ultimately arrived at after consultation among many practical men. Hon. members would understand that, by getting malleable steel arms to vehicles, these might be made to carry very heavy weights in proportion to the diameter scale in the clause; so that it was not desirable to reduce the scale of tires in the Bill.

MR. RANDELL said it would be well to let the Bill go through as it stood, although he was strongly of opinion that the width of tires prescribed in it was too great, and the scale might be oppressive in some cases. Still, the roads should be protected. If the scale started at 2½ inch tires and left off at 4½ inch tires, this would be as much as was necessary.

MR. GEORGE said he would be satisfied to reduce the width of tire in the first line, from 3 to 2½ inches, leaving the rest of the scale as it stood. In using light vehicles, in his and

other businesses, the same cart had to be used for variable loads.

**THE COMMISSIONER OF CROWN LANDS** (Hon. A. R. Richardson) said he did not object to the width of tire in the first line being reduced, if the rest of the scale were not interfered with.

**MR. LEAKE** said if there was no immediate necessity for the Amendment it need not be pressed, because the scale would not come into operative force until 1899, and the probability was that the majority of vehicles now in use would wear out before alteration in the tires became necessary three years hence.

Amendment put and passed.

Agreed that, as a consequential amendment, the words "not less than" be inserted in each subsequent line of the scale, before the width of the tire.

**MR. ILLINGWORTH**, referring to the scale generally, said the width of tire prescribed in the clause was greater than need be, for practical purposes. A bulky dray would have to run with 5-inch tires, and an ordinary carrier's wagon with 4½-inch tires, to comply with the Bill; yet in the Murchison country if a broad-tire dray sank in that soft, adhesive soil, the dray would have to be dug out. In fact, a dray now drawn by eight bullocks, in soft country and with 5-inch tires, would then have to be drawn by twelve bullocks; and that would be the effect of passing this scale requiring such broad tires. If the scale graduated from 2½ to 4½ inches, it would be a sufficient protection for the roads. He moved, as a further amendment, that the width of tire in the last four lines of the scale be reduced by half an inch in each line. This would graduate the scale from 3 inches for the second size to 4½ inches for the ultimate size.

**THE COMMISSIONER OF CROWN LANDS** (Hon. A. R. Richardson) said if this amendment was desired by members generally, he would not oppose it. He explained that, when this Bill was in preparation, he had expressed his opinion that the scale of width should graduate from 2½ to 4½ inches, exactly as the hon. member had just advocated; therefore both the amendments would be in accordance with that opinion.

**MR. RANDELL** supported the reduction in the scale.

**MR. E. F. SHOLL** preferred the scale in the clause, and hoped no further reduction would be made.

**THE COMMISSIONER OF CROWN LANDS**

(Hon. A. R. Richardson) said with dray arms 2½ in. diameter, about two tons could be carried safely, and the amendment would require such a dray to have 4 in. tires, as compared with 3 in. tires generally used. A dray with arms of 3 in. diameter would carry three to four tons weight, and the amendment would require it to have 4½ in. tires, which would be fairly wide.

Further amendment put and passed, and the clause, as amended, agreed to.

Clauses 3 to 13, inclusive:

Put and passed.

Preamble and title:

Put and passed.

Bill reported, with amendments.

Report adopted.

#### THIRD READING.

Bill read a third time, and returned to the Legislative Council, with a Message desiring their concurrence in the amendments made by the Assembly.

At 5.30 o'clock, p.m., the Speaker left the chair, awaiting a Message from the Legislative Council.

At 6 o'clock, p.m., the Speaker resumed the chair.

#### GOLDFIELDS BILL—AMENDMENTS CONCURRED IN.

##### MESSAGE FROM THE LEGISLATIVE COUNCIL.

The following Message was delivered to and read by the Speaker:—

**MR. SPEAKER,**

The Legislative Council acquaints the Legislative Assembly that it agrees to the amendments made by the Legislative Assembly upon the Legislative Council's amendments Nos. 1, 2, and 9 in "The Goldfields Bill."

The Legislative Council further acquaints the Legislative Assembly that it does not insist on its amendment No. 7, to which the Legislative Assembly has disagreed.

**GEO. SHENTON,**

President.

Legislative Council Chamber, Perth, 11th October, 1895.

#### WIDTH OF TIRES BILL—DISAGREEMENT TO AMENDMENTS.

##### MESSAGE FROM THE LEGISLATIVE COUNCIL.

The following Message was delivered to and read by Mr. Speaker:—

**MR. SPEAKER,**

The Legislative Council acquaints the

Legislative Assembly that it is unable to agree to the amendments made by the Legislative Assembly in the "Width of Tires Bill," for the reasons set forth in the schedule annexed, and returns the Bill herewith for further consideration.

GEO. SHENTON,  
President.

Legislative Council Chamber,  
Perth, 11th October, 1895.

*Reason of the Legislative Council for disagreeing with the Amendments made by the Legislative Assembly in 'The Width of Tires Bill.'*

Because it is considered that the reduction of the width of tires would affect materially the usefulness of the Bill.

C. LEE STEERE,  
Clerk of the Council.

11/10/95.

THE ATTORNEY-GENERAL (Hon. S. Burt) moved that the House resolve itself into committee for the consideration of the Message.

Put and passed.

#### IN COMMITTEE.

MR. GEORGE said he did not agree with the course taken by the Legislative Council, and would rather see the measure thrown out altogether.

MR. RANDELL said the Commissioner of Crown Lands should propose what course should be adopted with regard to the message.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said he had no desire to jeopardise the Bill, because it would be a useful measure. He moved that the Assembly do not insist on its amendments.

MR. GEORGE said the Legislative Council did not know anything about the matter.

THE PREMIER (Hon. Sir J. Forrest) reminded hon. members that the Bill would not come into force until May of next year as to new vehicles, and until 1-99 as to existing vehicles.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said that probably if the Assembly only insisted upon the first of its amendments—that of making a 2in. arm carry a 3in. tire—it might be agreed to. So far as the vehicles in use were concerned, they would not be disturbed for 3½ years, and there would be ample time in that period to make any

amendments in the statute, if found necessary.

MR. R. F. SHOLL said the Assembly should give way on this matter. The Bill would be very useful.

MR. ILLINGWORTH said he was perfectly satisfied that the amendment he had moved was in the best interest of the people concerned. The question was a very serious one, and the Bill was hardly of the character of one which should be rushed through at the very end of the session. It would be better in this instance, probably, to let the Bill stand over until next session. It appeared to him that the requirements of the Act would increase the haulage of the vehicles commonly in use by 50 per cent. and that would be a great alteration to make when it was almost unnecessary.

MR. RANDELL agreed that the measure was not one that should be passed through at the end of the session. The effect of the Bill would be widespread. The subject was one upon which there had been disagreement for many years, and the old Legislative Council had always refused to pass a Tires Act. No harm would be done by allowing this Bill to go over to the next session of Parliament. The amendment was a fair and reasonable one, and would bring the matter as far as the Bureau of Agriculture, at whose instance the Bill was brought forward, wished it to go.

THE COMMISSIONER OF CROWN LANDS (Hon. A. R. Richardson) said the measure was one for which there had been great demand. He did not accept the correctness of the suggestion of the hon. member for Nannino, that the alteration in tires would increase the haulage power 50 per cent. As a matter of fact, there would be no increase, excepting on macadamised roads, and then it would be small. It was a very difficult matter indeed to get legislation of a practical character through this House because of the extraordinary way in which hon. members always raised the cry of the interests of everyone who might be interfered with in the slightest degree.

MR. GEORGE said the position taken up by the Council was one largely indicative of want of sense. So far from being a small matter, this Bill would put many hundreds of people to considerable expense.

THE ATTORNEY-GENERAL (Hon. S. Burt) pointed out that there were three courses open to the committee. They need not insist upon the amendment, or they could insist, and thus bring about the rejection of

the Bill so far as this session was concerned; or they could send to the other Chamber an amendment of a modified character.

MR. SOLOMON said it would be better not to insist upon the amendment. He would like to see the Bill become law, because it would be a useful measure.

The committee divided on the motion, that the Assembly do not insist on its amendments with the following result:—

Ayes ... ..	8
Noes ... ..	3
Majority for...	5

AYES.  
Sir John Forrest  
Mr. Keep  
Mr. Leake  
Mr. Richardson  
Mr. R. F. Sholl  
Mr. Solomon  
Mr. Wood  
Mr. Venn (Teller.)

NOES.  
Mr. George  
Mr. Randall  
Mr. Illingworth  
(Teller.)

Motion passed.

Resolution reported, and report adopted.

Ordered, that a Message be transmitted to the Legislative Council, informing them that this House does not insist on its amendments.

#### THE PUBLIC WORKS DEPARTMENTAL INQUIRY.

MR. ILLINGWORTH said that, earlier in the sitting, he had asked a question as to a certain investigation which, it was said, had been held in connection with the Public Works Department. The Director of Public Works being now present, he desired, by leave, to ask him whether it was true that an inquiry costing a large sum of money—some £50 or £60 for the shorthand notes alone—had been held, whether one officer had been dismissed and another promoted, and whether the result of the inquiry had anything to do with the resignation of Mr. Simmons, the accountant.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said an inquiry had been held into certain matters in the Department, but it was not desirable that the details of the enquiry should be made public. No one had been dismissed; and, so far as Mr. Simmons was concerned, that gentleman had determined to resign before there was any suggestion of an inquiry, and in order to go into business for himself.

#### PROROGATION ARRANGEMENT, AND THANKS TO OFFICERS.

THE PREMIER (Hon. Sir J. Forrest)

said: Mr. Speaker, His Excellency the Administrator will be prepared to prorogue the House to-morrow at half-past 12 o'clock, if that hour will be quite convenient. I do not know that there is any more business to be done this session. I should not like the members of the House to separate without expressing to you, Sir, our thanks for the consideration and kindness you have shown to us. I am sure I speak for everyone when I say that we shall always remember with pleasure and regard, after the many years' experience we have had of one another, the relations which exist between you and the members of this House. It is most gratifying, I think, that after the many years most of us have sat under your presidency, we are able to feel that we can tender you our sincerest thanks for your courtesy and assistance. I would also, on behalf of the House, like to tender our thanks to the Chairman of Committees and to the officers of the House, for the services they have rendered during the session; and, speaking for myself and the members of the Government, I should like to thank hon. members generally for the support they have given to the Ministry. I am sure we have done a great deal of useful work during the session—work that will be of advantage to the colony, and which will, I feel certain, promote its prosperity and welfare. I think that everyone must admit we have stuck to the work, and have been anxious of bringing it to a successful issue. I do not think I need say anything more, except to again express my thanks to you, Sir, to the Chairman of Committees, to the officers of the House, and to hon. members generally.

MR. LEAKE: Mr. Speaker, I am sure the Premier has expressed the views, not only of his colleagues and the supporters of the Government, but also the views of those hon. members who sit on this side of the House, in tendering you, Sir, the thanks of the House; and I hope it will be many a long day before we see any other occupant of the Speaker's chair. There is nothing in the proceedings of this session that we have cause to regret, and we have, I hope, introduced a certain amount of vitality into our discussions and into politics generally; and I think that that has not been to the detriment of the country, but is to the advantage of everybody. We part now, at the end of the session, as good friends, and whatever may have happened—if anything has happened—to war for the moment,



the harmony of our proceedings, I can assure you, Sir, and I assure hon. members, that so far as I am concerned, and so far as my friends on this side of the House are concerned, the incident has left no feeling of ill-will, nor anything of that kind behind it. We have done, I think, satisfactory work during the session; and, if I might make a suggestion, it would be that during next session the Government should give us the Bills on their programme a little earlier in the session, so that the more deliberative members of the House may have more time to consider those measures and make needed amendments. I heartily approve of what the hon. gentleman (the Premier) has said in regard to yourself Sir, and also in regard to the Chairman of Committees and the officers of the House; and I think this Assembly is to be congratulated upon having so much ability to guide it in its deliberations.

THE SPEAKER: I am very sensible of the kindly remarks which have fallen from the Hon. the Premier and also from the leader of the Opposition. My great object in occupying the chair, so long as the rules of the House are observed, is to show all the consideration I can to the members of the House—in fact, to guide them with a silken thread. My anxious desire has always been to see that the Legislative Assembly shall gain the respect of the country, by the conduct of its members; and I may add that it is no exaggeration to say there is no Legislative Assembly or legislative body in Australia that is held in more respect than the Legislative Assembly of this colony.

#### ADJOURNMENT.

THE PREMIER (Hon. Sir J. Forrest) moved that the House, at its rising, do adjourn till 12.30 o'clock, noon, next day.

Put and passed.

The House adjourned at 7.43 o'clock, p.m.

## Legislative Council,

Saturday, October 12th, 1895.

*Congratulations to the President—Prorogation.*

THE PRESIDENT (Hon. Sir G. Shenton) took the chair at 12 noon.

#### CONGRATULATIONS TO THE PRESIDENT.

THE MINISTER FOR MINES (Hon. E. H. Wittenoom): As the session is now drawing to a close, I feel it my duty, as well as my pleasure, to say a few words in recognition of the able manner in which you, Sir, have presided over us during the session. I am sure hon. members will join with me in thanking you for the impartiality and great care you have shown in your decisions, and for the assistance you have generally given to all who have required it; and they will also thank you for the trouble you have taken in seeing that the debates have been conducted with dignity and propriety. I have also to thank you, not only for acting as President, but for the extra trouble you have taken as Chairman of Committees, and we thank you for the able and impartial manner in which you have conducted the business from the chair. I have personally to thank you, Sir, for the assistance given me from time to time, and for the able and kind advice given me in the methods of Parliamentary procedure, on which you, Sir, have made yourself so eminently a master. And in thanking you, Sir, I hope you will be long spared to preside over the debates, and for a long time there will be no change in the occupation of the chair. Before I sit down I desire to take the opportunity of thanking hon. members for the assistance and support they have rendered throughout the session to the Government. I have always thought, and the conviction has been forced upon me, that whenever hon. members could consistently support the Government they have done so, but whenever they have had amendments to propose in the interests of the country they have never hesitated to bring them forward. I take the opportunity of thanking hon. members for their support to all important measures emanating from the Government. It is satisfactory also to reflect that the debates have been carried out very carefully and with dignity. I take it that the great object of the Legislative Council is to gain the confidence of the people by seeing