

*Mr. Brown :* What does he know about stores ?

The ATTORNEY GENERAL: The under secretary should know something about the stores required for his own department.

*Mr. Johnson :* Would to goodness there were more like him on the board.

The ATTORNEY GENERAL: Certainly if there were more like him there would be considerable improvements. As a result of the work being slummed the State had lost a considerable sum of money. The new scheme was to obviate rushing the work through in office hours and to ask the officers to devote their time after office hours. It was worthy of a trial, and we could only make a success of it if we gave some reasonable remuneration. The fees proposed were certainly reasonable for the important and onerous work the board would be called upon to do.

Amendment put and a division taken with the following result:—

|      |    |    |    |    |
|------|----|----|----|----|
| Ayes | .. | .. | .. | 21 |
| Noes | .. | .. | .. | 16 |

Majority for .. 5

#### AYES.

Mr. Angwin  
Mr. Bath  
Mr. Brown  
Mr. Collier  
Mr. Gili  
Mr. Gourley  
Mr. Holman  
Mr. Horan  
Mr. Hudson  
Mr. Jacoby  
Mr. Johnson

Mr. McDowall  
Mr. Nanson  
Mr. O'Loughlin  
Mr. Swan  
Mr. Troy  
Mr. Underwood  
Mr. Walker  
Mr. Ware  
Mr. A. A. Wilson  
Mr. Heltmann  
(Teller).

#### NOES.

Mr. Barnett  
Mr. Carson  
Mr. Cowcher  
Mr. Gregory  
Mr. Hardwick  
Mr. Hayward  
Mr. Keenan  
Mr. Layman

Mr. Male  
Mr. Mitchell  
Mr. Monger  
Mr. N. J. Moore  
Mr. Plesse  
Mr. Price  
Mr. F. Wilson  
Mr. Gordon  
(Teller).

Amendment thus passed.

Item, Incidental, £1,350.

Mr. HOLMAN moved—

*That the item be reduced by £500.*

A considerable increase was shown in this item as compared with the previous year, and the amount might well be reduced.

The TREASURER: The increased sum was necessary this year, as the bi-annual contracts had to be called for, and they necessitated the expenditure of about £500 for printing the forms, etc.; that accounted for the excess this year.

Amendment put and negatived.

Vote (as reduced to £8,700) put and passed.

Progress reported.

*House adjourned at 11.20 p.m.*

## Legislative Council,

*Tuesday, 12th January, 1909.*

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The PRESIDENT took the Chair at 4.30 p.m., and read prayers.

### PAPERS PRESENTED.

*By the Colonial Secretary:* 1, Report of the Registrar of Friendly Societies for 1907. 2, Report of the Department of Public Works, 1907-1908. 3, Municipality of Perth By-law. 4, Land and Income Tax Assessment Act, 1907—Amendments to Regulations.

### QUESTION — PORT HEDLAND-MARBLE BAR RAILWAY.

Hon. R. W. PENNEFATHER, for Hon. M. L. Moss, asked the Colonial Secretary: 1, When is it intended to call for tenders for the construction of the Port Hedland-Marble Bar Railway? 2,

If tenders are not to be called for is it intended to construct the work departmentally, and when are operations to be commenced ?

The COLONIAL SECRETARY replied: 1, The information necessary for calling for tenders will be complete early in March. 2, The method of construction has not yet been decided upon.

#### QUESTION—OBSERVATORY, PERTH.

Hon. J. W. KIRWAN asked the Colonial Secretary: 1, What work, if any, is now being done for the State at the Perth Observatory, other than determining as one of the co-operating observatories of the International Photo. Durchmusterung, the accurate positions of some 8,000 stars distributed throughout the zones 31 deg. to 41 deg. South declination? 2, In view of the fact that since 9th October, 1901, when these observations were commenced of the two catalogues of stars published by the Perth Observatory to date, the first catalogue accounted for 420 standard stars and the second catalogue published in 1908 accounted for 1,625 stars, how long it will take at the present rate of progress to catalogue in the highest order of accuracy the 8,000 stars the positions of which the Perth Observatory is now determining? 3, As it is the declared policy of the Observatory that the stars enumerated in the catalogue of standard stars and also in the larger catalogue shall be re-observed every ten or twelve years, taking ten observations of each of the standards and three of each star in the larger catalogue when, if ever, is finality in the matter of the required observations within the defined zone to be reached? 4, Whether the Government consider that as the Commonwealth Constitution includes amongst the powers of the Commonwealth Parliament the control of "astronomical and meteorological observations," and as the Commonwealth authorities have taken over the work of weather forecasting, it would be advisable to make representations to the Federal Government in order to get them to also take over the work of observing the 8,000 stars in question on

the ground that astronomical observations are not as much of local concern as of international value? 5, Whether the Government will consider the advisableness of informing the Commonwealth authorities that as the Western Australian Government is engaged in an endeavour to develop the internal natural resources of a sparsely populated territory extending over one-third of the Australian continent, it regrets that the present state of the finances does not permit it to continue to expend some £2,000 annually on astronomical observations, and that consequently if the Commonwealth is not prepared to pay the cost of the continuance of the work the Observatory is now engaged on, the responsibility must rest on the Federal Government for the loss that science would sustain through the cessation of astronomical observations at the Perth Observatory?

The COLONIAL SECRETARY replied: 1, (a.) The Observatory determines standard time for the whole State, drops various time balls, and controls the clocks in the principal railway and telegraph stations, whence it is distributed daily to every railway and telegraph station throughout the State. This is the only Observatory between Melbourne and the Cape from which captains of steamers can obtain time for rating their chronometers. (b.) The Observatory carries out all the astronomical field work required by the Survey Department. (c.) The Observatory rates chronometers when required. (d.) The Observatory receives and instructs parties of visitors four or five evenings every month. These evenings have been pre-arranged for three months in advance ever since the Observatory started. (e.) The Observatory takes observations of occasional astronomical events, such as comets, eclipses, etc.; records all earth tremors, answers all scientific questions submitted by various residents throughout the State, contributes regular scientific notes to the Press, etc. (f.) Besides the 8,000 stars mentioned there are an unknown quantity, running into hundreds of thousands, to be measured and reduced from the astrographic photos. 2, The 8,000 stars will probably be cata-

logged in about three or four years' time; but the astrographic catalogue will take much longer. Greenwich and other large observatories commenced in 1887 and have not yet completed their portions. Melbourne and Sydney commenced at the same time and have not yet made even a start at publishing the results. 3. Probably finality will never be reached. An observatory is generally established for permanent work, and the value of its results depends largely upon their continuity. The work upon which the Perth Observatory is at present engaged is the greatest scientific undertaking ever organised. It marks the commencement of an international effort to ascertain something of the movement of the whole universe, and requires the continuous co-operation of at least eighteen observatories. Probably fifty years will be occupied with the measurement, reduction, and discussion of this first survey, and at the end of that period a second survey will be commenced; to be followed by a third, fifty years later. Only by such means is it possible to study the relative motions of the various constituents of the Universe. 4. The Government Astronomer advises this is quite impracticable. Astronomy and meteorology require essentially different treatment. Everywhere throughout the world there is a tendency to bring meteorological systems under larger organisations, but also there is everywhere a tendency to greater differentiation in astronomical research. The tendencies in fact are exactly opposite. Separate individuality with loosely-knit co-operation is felt to be essential for good work in the astronomical field. At conferences the suggestion of even too rigid uniformity in co-operation is invariably resisted. With respect to the particular case, it was universally agreed that one-eighteenth of the whole sky was all that any one institution could with safety undertake, and this is the utmost that has been attempted even by such great observatories as those of Greenwich, Paris, the Cape, etc. Under our present separate State system, Australia is pledged to three shares, which are being undertaken by Western Australia, Victoria,

and New South Wales, which can easily be carried to a successful issue. But to ask the Commonwealth Government to step in and combine our activities into one institution would be to ask it to undertake just three times as much as is considered possible by the above-mentioned institutions. It would result in an entire dislocation of the work, and cause the ruination of the whole scheme. 5. Yes, but it must be recognised there is a great difference between starting an observatory and continuing one at present in full working order. If the present series of observations were to be discontinued, all the money and energy already expended would be wasted. Even if temporarily discontinued not only will the results so far obtained be wasted, but the instruments will soon become quite useless.

#### PAPERS—POLICE CONSTABLE'S WIDOW, GRATUITY.

Hon. R. W. PENNEFATHER  
(North) moved:

*That all papers in relation to the application of Mrs. Pearce, the widow of the late Constable Pearce for a gratuity from the Police Benefit Fund be laid upon the Table of the House.*

The object in moving this motion was to ascertain the reasons which induced the board to decline to allow the widow of the late Constable Pearce a gratuity from the fund. It appeared that Constable Pearce had been for about 11½ years a member of the police force, and he had an excellent record. He was found dead, and at the post-mortem examination which was made, it was found that death was caused by poisoning. He (Mr. Pennefather) had read the evidence that was given at the inquest, as published in the newspapers, and it appeared there was no satisfactory evidence to prove that death was intentionally caused; it might have been accidental. It was shown that he was taking at the time of his death, and when poison was found in his room, a draught which was made up for him at a chemist's shop. In the night time, it might have been well within the

bounds of probability, that the late officer mistook one bottle for another and drank the contents. Death was undoubtedly caused by the poison and the evidence at the inquest was to that effect. It was left in doubt whether the poison was self-administered or accidentally administered. Even supposing it was intentionally taken, supposing he had taken his life, that was no reason why the board should refuse the gratuity to the widow. A man would not take his life with his senses about him for the sole purpose of enabling his widow to subsequently obtain a benefit from a fund such as that to which he had subscribed. It was a hard case and it was only right that every publicity should be given to the matter to ascertain on what grounds the board, administering the fund, deprived the widow of any assistance whatever.

The COLONIAL SECRETARY (Hon. J. D. Connolly) : It was his intention to offer no objection to the motion. The case was as Mr. Pennefather had stated. For the information of the House he would say that the fund was administered by a body composed of the Under Treasurer, the Commissioner of Police, and the Under-Secretary in the Colonial Secretary's Department. These gentlemen administered the fund and the Government had nothing whatever to do with it. He had seen the papers, and as far as he knew there was no objection to placing them on the Table. The reason the board declined to recommend a gratuity to the widow of the late constable was that they considered they did not have power to do so. It was provided in the regulations that certain gratuities should be paid to constables who had served not less than seven years, and for good conduct, and in the case of death a year's salary was awarded to the widow. The regulations also stated that this gratuity should be given in the event of an officer dying from natural causes. Although, as Mr. Pennefather had stated, there was nothing in the evidence to show that poison was self-administered, he did not think the board could go behind the verdict of the jury which, if he remembered rightly, was that death was caused

by poison self-administered. He stated these facts simply in justice to the board. Hon. members would be able to see for themselves when the papers were laid on the Table.

Question put and passed.

## RESOLUTION — COMMONWEALTH FINANCIAL PROPOSALS.

### *Assembly's Message.*

Message from the Legislative Assembly received and read requesting concurrence in the approval of the resolutions passed by the Premiers' Conference held in Melbourne in April-May, 1908 (*vide* Assembly report, page 1220).

On motion by the Colonial Secretary, ordered that the consideration of the Message be made an Order of the Day for the next sitting.

## BILL—FINES AND PENALTIES APPROPRIATION.

### *Third Reading.*

Bill read a third time and *passed*.

## BILL—WORKERS' COMPENSATION ACT AMENDMENT.

### *In Committee.*

Resumed from 5th January on new clause previously moved by Hon. M. L. Moss to stand as Clause 2.

Hon. M. L. MOSS : Understanding from the Colonial Secretary's second reading speech that the Government intended to bring down a consolidating measure next session, he would withdraw his proposal.

New clause withdrawn.

Title—agreed to.

Bill reported without amendment, and the report adopted.

### *Third Reading.*

Standing Orders suspended to allow the Bill to be passed through remaining stages.

Bill read a third time and transmitted to the Legislative Assembly.

# BILL—FREMANTLE DISUSED CEMETERY.

*In Committee.*

Resumed from 5th January; *Hon. M. L. Moss* in charge of the Bill.

Clause 2—Vesting of cemetery in trustees of the Fremantle Cemetery :

*Hon. M. L. MOSS* : The written consent of the denominations interested in the cemetery, namely, the Church of England, the Wesleyan Church, the Congregational Church, the Roman Catholic Church, and the Jewish congregation, had been forwarded to him ; he would lay it on the Table.

Clause passed.

Clause 3—agreed to.

Schedules—agreed to.

Preamble, Title, agreed to.

Bill reported without amendment and the report adopted.

*Third Reading.*

Standing Orders suspended to allow the Bill to be passed through remaining stages.

Bill read a third time and transmitted to the Legislative Assembly.

# BILL—NANNINE-MEEKATHARRA RAILWAY.

*Second Reading.*

Debate resumed from 17th December, 1908.

*Hon. R. F. SHOLL* (North) : It is not my intention to express very strong views in regard to this Bill, only on the question whether it is wise to build speculative railways in view of the financial condition of the country at the present time. Our interest bill is annually increasing, and it appears to me that this is a line that could wait until the field shows better prospects than it does at present. I understand from information I have obtained that this is a line about 23 miles some odd chains long, and that there is a good road for 20 miles. There are very rich veins about an inch thick ; some mines have larger lodes and formations, but most of the gold is obtained from the very rich leaders, from one inch to three inches wide. This field has not

been developed to any depth, and though a good deal of gold has been obtained from these leaders it is not obtained at a great profit, because such a lot of useless country has to be taken out so as to obtain the gold from the leaders. This railway is to cost about £40,000 odd, and I think it is a question whether this field might not wait for the present. The Colonial Secretary in introducing the measure said that within the last few months 1,454 ounces of gold had been taken from the leaders, the majority of which are worked to a depth of 10 feet. We do not require to run a railway to a field where they obtain a lot of gold from leaders at a depth of 10 feet. Anyone who knows anything about mining, and I have dabbled in it myself for many years, is aware that no one would take a share in a company that has rich leaders, because so much useless country has to be taken out, which increases the cost of working and therefore very little is derived from the mine. My great objection to this proposal is, first that there are only 180 men engaged in mining and 30 on alluvial ; that is according to the figures given by the Colonial Secretary, but I have been told by hon. members representing the North that there are some 700 men working there.

*The Colonial Secretary* : How many men do you say I said?

*Hon. R. F. SHOLL* : You said 180 men engaged on mining and 30 on alluvial.

*The Colonial Secretary* : That was in one particular part.

*Hon. R. F. SHOLL* : Those are the figures which you gave in introducing the Bill. I have been told by members who take an interest in this part of the country, that there are 700 men engaged there, but I would rather take the Government's word as to the number when introducing a measure of this kind, for they are not going to put forward the worst view.

*The Colonial Secretary* : I quoted one or two small centres which this railway would serve.

*Hon. R. F. SHOLL* : You said at this particular spot, at Meekatharra, there were 180 men ; it is in *Hansard* if you look it up, unfortunately I brought the wrong number of *Hansard* with me. The

Government are trading on Peak Hill to a great extent, but Peak Hill, we are told, at the end of 1906 had produced 206,368 ounces, but that was up to 1906; no figures were given for 1907 or 1908, but we know that Peak Hill is a worked out goldfield, it is a thing of the past; and it is just a question whether this expenditure, in view of the financial condition of the State, might not remain over for 12 months. It is not my intention to move that the Bill be read a second time this day six months, but I shall vote against the second reading of the measure. I might suggest at the present time it would be more satisfactory to the Parliament and the country if there were commissioners appointed to do away with these wretched political railways. Then we should have evidence placed before Parliament so that members would know what justified the construction of the railway, what revenue is likely to be derived from the railway, and what developments are likely to occur from the building of the railway.

Hon. J. W. Hackett: It is too late now.

Hon. R. F. SHOLL: I know it is too late. Every year we have a lot of railways tumbled down here and passed, and I regret to say—perhaps I would not be in order if I said there is a little too much back-scratching in the passing of Bills through both Houses. I am sorry to see the way in which the money of the country is being used for political purposes, without taking into consideration the interests of the country as a whole. I shall vote against the second reading of the Bill, but I shall not take the course of moving that the Bill be read this day six months. I have no great fault to find with the railway. I represent the North and this railway is going North, but I know the North cannot be connected with this country owing to the geographical position of the country. The best of the country is along the coast, and all produce will be shipped from the coast, and this railway is not likely to open the country. Where lines run through pastoral country, East, West, and North they are satisfactory, but we have to skirt the coast to run the railway up North

and it will never pay to run a railway there. I am more interested in the North, which the railway will benefit, than anywhere else, but I see it is impossible to run the railway up North and make it pay. As I stated, my object in opposing this railway, or rather in speaking against it, is that I think it might very well wait for some time in view of the present financial position of the country. We have taxation Bills brought down and still the Government, I feel in many cases for political reasons, are increasing our annual interest bill more than they are duly entitled to. I think this railway might be held over until there are better developments; no developments have been shown to warrant the building of this railway. There are 20 miles of good road and the veins in the mines are small. There are one or two formations from which good percentages are received, but the veins and other formations from which gold is derived are very small. The country is not developed to a depth to justify the building of this railway, therefore, the construction might stand over for twelve months.

Hon. R. W. PENNEFATHER (North): I happened to be one of the party who visited the *locus in quo* to which Mr. Sholl refers, and in the first place if that gentleman has not been there I can assure him the road between Nannine and Meekatharra is by no means a good road, it is composed of rotten ground, and any load on it in the winter time sinks up to the axles, and in the summer time it is one big dust heap. I have personal experience of this road in the winter time, and along that road we saw many vehicles, laden with provisions for the goldfields, temporarily abandoned, the horses had been taken out and the vehicles left there until the weather became more settled.

Hon. R. F. Sholl: They only have rain about every two years.

Hon. R. W. PENNEFATHER: It is peculiar how we struck it. In addition to that the mines at Meekatharra are not only sunk to a depth of 10 feet, but they are sunk to a depth of over 200 feet.

Hon. R. F. Sholl: That is no depth.

Hon. R. W. PENNEFATHER : Why did you not say so then a while ago. They are sunk to a depth of 200 feet and are remarkably well developed. One can see out-crops of gold quartz there, which is a good indication.

Hon. R. F. Sholl : All out-crops do not contain gold.

Hon. R. W. PENNEFATHER : My friend must not confound the out-crops with what the prospectors discover. Four or five of them have an equipment that would do credit to any mine and it shows the bona fides of those working the shows, and proves that they must be satisfactory. Not only is the gold discovered confined to Meekatharra, but it extends in the neighbourhood for a radius of 15 or 20 miles, and every day they are making fresh discoveries there. With the advent of the railway it will give a great stimulus to that part of the country. I would like also to make this observation, that Mr. Sholl must not take it for granted, at least so far as I know, that because that constituency is represented by a member of the Opposition that this railway is to placate that member, it is for the whole community. There are other members who will support this railway line for the reason that it is one of the best railways I think the Government have undertaken for the last three or four years. Members may say that is rather a big statement to make, but speaking of the resources of the place and the necessity of having cheap transit between Nannine and the field, it is necessary in the interests of the country that the railway should be built. Had my friend Mr. Sholl, confined himself to the remark that owing to the state of the finances it was not desirable to increase the expenditure, that would be quite another question, but notwithstanding that and notwithstanding the fact that we are visited with taxation I still think that for the benefit of the country this railway should be constructed.

Hon. W. PATRICK (Central) : I hardly thought it would be necessary to say a single word in favour of the Meekatharra railway. I also was one of the party who went to Meekatharra some

months ago. There were about 20 members of Parliament altogether there, four representing this House and I believe every member who went to Meekatharra on that occasion was perfectly convinced as to the absolute necessity for the construction of this railway. Mr. Sholl is so full of the milk of human kindness that I was rather astonished at his display of antagonism towards this railway; because if ever there was a railway the building of which was fully justified it is this line from Nannine to Meekatharra. The field is one of the most promising in the State at the present moment. Unfortunately our gold mining in certain other parts of the State is not so very prosperous that we can afford to neglect a field of the vast possibilities of Meekatharra. Several of the mines there have modern equipment and are developed to a large extent. They are producing on an average more gold than at the present time is being won in the Norseman field, to which we are building a railway at a cost some six times greater than that required for this line. One reason alone which makes this railway almost absolutely necessary is the condition of the road from Nannine to Meekatharra. It is indeed a bad one, and instead of rain falling once in two years as Mr. Sholl says, the country has been annually flooded for the last six or seven years to my knowledge. When the Parliamentary party, headed by the Premier, was up there, the Premier had to get out and take his boots off and help to lift the coach out of the mud. The country was under water as far as one could see, and for 12 miles the road was invisible. The district is a promising one; and what is especially gratifying is that it promises permanency—that is to say, so far as can be claimed for the future of any gold mining district. About 12 miles further North some very important discoveries have been made since the Parliamentary party were in the district. Because of the bad condition of the roads the cost of transit is practically prohibitive. A load of mining timber invoiced on the Midland line costs £250 by the time it reaches Meekatharra. This, too, notwithstanding the fact that it is carried by

railway to Nannine, only 26 miles from its destination. There is, of course, no mining timber in the district.

*Hon. R. F. Sholl:* That shows there is no rainfall there.

*Hon. W. PATRICK:* Mr. Sholl knows very well that there is practically no mining timber in any of the mining centres. I was astonished at my hon. friend talking about this being a political railway. The member representing the district is a bitter opponent of the Government; and it is not at all likely that the Government would specially construct a railway on that account. The three members for the province—Mr. Drew, Mr. O'Brien and myself—have, I believe, no interest whatever in Meekatharra. I can speak for myself, I can speak for Mr. Drew, and I believe I am quite safe in speaking for Mr. O'Brien. There has been no back-scratching or influence of any sort exercised. It is plain to everybody who knows the country that this railway is absolutely essential. And although the railway is, on the present proposition, to be constructed to Meekatharra only, it has to be remembered that Peak Hill is by no means played out. And although the gold won from the Great Fingal has gone down somewhat of late, yet quite recently there was a record parcel of gold sent down from the Murchison totalling 17,000 ounces and 2,000 ounces from Peak Hill. That was in the month of December. The intrinsic merits of the railway are so self-evident that I have no doubt whatever that the measure will be carried on the voices; still, I could not allow the remarks of Mr. Sholl to pass, especially as he said he intended to vote against the Bill. The railway will be for the benefit of Western Australia as a whole.

*Hon. B. C. O'BRIEN (Central):* I desire to compliment the Colonial Secretary on the excellent speech he made in moving the second reading of this Bill. The Minister brought forward the report of Mr. Montgomery, State Mining Engineer, whose figures were convincing in the last degree. In the first place this line differs somewhat from many of the small lines passed through Parliament

during the last couple of years. This line is an extension of the main trunk railway. It is an extension of the Geraldton-Cue line on the main trunk. It is not like a little spur or branch. It is a well-known fact that the Geraldton-Cue line has been a most profitable line from its very inception—from the day when it was opened by Sir John Forrest back in, I think, 1896. It has paid for itself ever since, and this little spot at Meekatharra—or rather this large district: for it has been growing very rapidly of late—is actually a young Kalgoorlie.

*Hon. R. F. Sholl:* They are not down 1,200 feet.

*Hon. B. C. O'BRIEN:* No, but they are down 350 feet, and it is a feature of the mines at Meekatharra that they gain both in value and in width as they go down. This is a feature in which they differ from many other mines. This field would have advanced long ago but for the fact that investors have been somewhat chary of the Murchison. However, they are now beginning to see that the mines at Meekatharra improve with depth, and in consequence there is a bright future before the district. But there is not only this bright spot—Meekatharra. There is another little centre known as the S-Mile or Yalozinda, eight miles to the South-West of Meekatharra. That also is a bright little centre. There are there over 200 men engaged in mining. Many are working on the big mine where they have 10-head of stamps. Others are working on the smaller areas, and there are a large number of alluvial men. No fewer than 75 men were working on the alluvial patch in May last. It reminded me of the early days of the goldfields to see all these men working in the sun and every man getting a little gold. Mr. Sholl spoke of small veins. There are a few of these exceedingly rich, small veins like the Black Jack; but most of the leases at Meekatharra are big main lodes, some as wide as 30 feet. Men have been working up there for the last 10 years on these lodes. To my mind this is one of the most justifiable railway



projects ever authorised in this State. It is an extension of the main trunk line which is an excellent paying line, and under this project the railway will be extended on into new country. I can assure members that I have watched these goldfields grow for the last 12 or 13 years and I feel very much concerned about the district. Yet, like Mr. Patrick, I have not a farthing's worth of interest North of Cue, so I am speaking, not in selfishness but in the interests of the development of the country as a whole. In addition to the gold produced up there, it must be remembered that it is all excellent pastoral country. Every square mile of country from Cue right to Peak Hill is held under pastoral lease, and although these mulga areas look very dry yet they carry excellent feed. I think that in the interests of the stock-owners as well as of the miners this line is absolutely justified, and I will gladly support the second reading.

*Hon. C. Sommers (Metropolitan):* At the request of Mr. Drew, I move—

*That the debate be adjourned.*

Motion put and negatived.

Question put and passed.

Bill read a second time.

*In Committee.*

Bill passed through Committee without debate, reported without amendment, the second reading adopted.

## ADJOURNMENT—STATE OF BUSINESS.

*The COLONIAL SECRETARY (Hon. J. D. Connolly):* As the other place are now dealing with the Estimates, and we are not likely to have anything sent up for the next five or six days, I do not intend to ask members to meet for a fortnight. Were the House to adjourn until next week, it might be that members would have to come up from the country to do very little work. Consequently I move—

*That the House at its rising adjourn to Tuesday, 26th January.*

Question put and passed.

*House adjourned at 5.34 p.m.*

## Legislative Assembly,

*Tuesday, 12th January, 1909.*

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The SPEAKER took the Chair at 4.30 p.m., and read prayers.

### QUESTION—EARLY CLOSING ACT, INFRINGEMENTS.

Mr. DAGLISH (without notice) asked the Premier: Whether the Government propose to initiate proceedings against those shopkeepers in Perth who are keeping open till 10 o'clock on Friday evenings?

The PREMIER replied: Yes, after notice has been received by the firms in question.

### QUESTION—FREMANTLE DOCK, RESOLUTION FROM COUNCIL.

Mr. NANSON (without notice) asked the Premier: Whether he will at an early date give the House an opportunity of taking into consideration the following Message from the Legislative Council:—

"The Legislative Council acquaints the Legislative Assembly that it has agreed to the following resolution:— 'That in view of the present state of the finances and in the absence of a substantial contribution from the Admiralty or the Commonwealth towards the cost of the Fremantle Dock, this House considers that as the construction of the dock is not a matter of urgency, further work in connection with the project should be postponed until fresh instructions be received from Parliament—in which resolution the Legislative Council desires the concurrence of the Legislative Assembly.'"

The PREMIER replied: Yes, I will endeavour to afford an opportunity.