

## Legiſlative Aſſembly,

Wednesday, 11th February, 1891.

Improvement of Pilot arrangements, Rottneſt—Census Bill: third reading—Poſtage Stamp Act, 1889, Amendment Bill: third reading—Message from the Governor: amendment in Schedule to Loan Bill; committee—Paper: lands reſerved for agricultural purpoſes—Adjournment.

THE SPEAKER took the chair at 7-30 p.m.

## PRAYERS.

## IMPROVEMENT OF PILOT ARRANGEMENTS, ROTTNEST.

MR. QUINLAN asked, What ſteps, if any, do the Government contemplate taking for the purpoſe of improving the pilot arrangements at Rottneſt?

THE PREMIER (Hon. J. Forreſt) replied: Complaints having been made that a proper look-out was not kept at Rottneſt, an inquiry has been held, and one of the lightkeepers has been diſmiſſed for neglect of duty.

## CENSUS BILL.

This bill was read a third time and paſſed, and ordered to be transmitted to the Legiſlative Council for their concurrence therein.

## POSTAGE STAMP ACT, 1889, AMENDMENT BILL.

This bill was read a third time and paſſed, and ordered to be transmitted to the Legiſlative Council.

## MESSAGE FROM THE GOVERNOR—AMENDMENT IN SCHEDULE TO LOAN BILL.

THE TREASURER (Hon. J. Forreſt) ſaid he had been commanded by His Excellency to deliver the following meſſage to Mr. Speaker:—

“The Governor recommends to the Legiſlative Aſſembly the following alteration in the Schedule of the Loan Bill, a copy of which accompanied his Meſſage No. 3, of the 27th January, 1891, namely, to ſtrike out Item No. 15, ‘Development of Goldfields and Mineral Resources, £100,000,’ and to ſubſtitute the following inſtead:

“(a.) Development of Goldfields and Mineral Resources, £70,000.

“(b.) Grants in aid to Roads and Bridges, and Water Supply on Roads, £30,000.

“Government Houſe, 11th February, 1891.”

Ordered—That His Excellency’s Meſſage be taken into conſideration when in committee on the Loan Bill.

## LOAN BILL: (£1,336,000.)

## FURTHER CONSIDERED IN COMMITTEE.

## Item 3:

*Railway from Geraldton to Mullewa, £100,000.*

THE TREASURER (Hon. J. Forreſt) ſaid he deſired to furniſh hon. members with as much information as he poſſeſſed on this item. It was propoſed by the Government to conſtruct a railway from the port of Geraldton in an Eaſterly direction to a place called Mullewa, a diſtance of about 58 miles. Mullewa was choſen as the terminus of the line at the preſent time, becauſe it was a well-known ſpot. It was a place on the Eaſt ſide of the well-known ſand plain which ran almoſt from the Murchiſon river through the ſettled parts of the colony, to the Stirling Range. They all knew that this ſand plain had for many years retarded the ſettlement of theſe diſtricts Eaſtward. For the firſt 25 miles to the Eaſt of Geraldton, as many hon. members were aware, this railway would paſſ through ſome of the beſt portion of the Victoria Diſtrict. The line would paſſ through eaſy country, there being only one river to croſs, and that preſenting no great difficulty. Thoſe who were intereſted in ſquatting purſuits on the Murchiſon and at Sandford and the Upper Gascoyne, all had to paſſ Mullewa on their way to Geraldton. The roads to the Eaſt of Mullewa were fairly good, for the ground was not ſandy; but after reaching Mullewa a bad piece of road had to be encountered—in fact ſo bad was it that all the ſettlers let their carting acroſs it by contract. There muſt be about 15,000,000 acres of land occupied in that diſtrict, the whole of the produce from which had to paſſ Mullewa. This produce included the wool which came down and the ſtores and fencing wire which were taken back. He had aſcertained that 2,000 tons of goods had

been despatched from there to Geraldton during the past year. Carting between Mullewa and Geraldton was about £4 per ton, so that last year about £8,000 or £9,000 was spent in carting over a distance of 58 miles. In addition to this, there was a considerable amount of sandalwood in that part of the country which must also be taken into consideration. Besides this, the land in the neighborhood of Mullewa was considered to be fairly good for agriculture, the only difficulty being the rainfall; but as to that he had no reliable evidence to lay before the committee, except that he should think there would be a sufficient fall to grow cereals. The extension of this line would work in with the other railway system in the district which had Geraldton for its port. It would work in with the Northampton and Walkaway lines to the extent that the same management and the same workshops and supervision would be available for all the lines. To some hon. members it was no doubt a matter of surprise that the Government had placed this line in the Schedule; but this surprise must have arisen because hon. members were not acquainted with the locality, or the immense traffic that passed this spot in coming to Geraldton. To those hon. members who did not know anything about the matter, he could only say, Be advised by and trust those who have visited the locality, and who know something of the prospects and requirements of the country. For himself he was pleased to say he was not speaking from hearsay. He had a very intimate knowledge of the country both around Mullewa and for 200 or 300 miles beyond, having in 1873, and again in 1876, been engaged in the triangulation and the survey of the country in that part of the colony. He thought that in a scheme of large public works, such as they were now instituting, the Northern part of the colony, which had Geraldton for its port, deserved to have a liberal share of the expenditure, and he believed that the railway now proposed would be productive of much good. It would tend to encourage stock owners to increase their flocks and herds, for it would not only provide a cheaper and easier means of transit for their wool, but would allow them, at a less cost, to obtain their fencing materials and other requisites.

The pastoral industry in that district was only yet in its infancy. In 1873, when he was there, there were scarcely any sheep; there were only one or two settlers, and scarcely any land had been taken up. In 1876 there were only two or three more settlers. Now 30,000,000 acres of land were taken up in that district, and from 15,000,000 acres of which, even at a low estimate, the produce would pass Mullewa on its way to Geraldton. He believed the Government had acted wisely in placing the item in the Loan Bill, and he felt sure the committee would support it. In conclusion, he could only say that he was glad to have had the opportunity of introducing so desirable a public work for the consideration of hon. members.

MR. CLARKSON said he was sorry he could not give his support to this proposal. He did not object to the squatters of the Northern District being served with a railway, but he objected to the route suggested. Squatters were the pioneers in every new country, and after they had spent their time and money in developing the country and civilising the natives, the agriculturist came along, and took possession of their runs, and hence they deserved to have every possible consideration. He had, as he had said, no objection to their being served by a railway as far as Mullewa, but he did object to the proposed route. He knew the country fairly well, and as far as he could recollect there would be a considerable extent of rather rough country to bridge over before the sand plain was reached, and he was informed that a considerable mistake had been made as to the distance.

THE TREASURER (Hon. J. Forrest): No, no; it has been measured.

MR. CLARKSON said his objection to the route was that the country was very good to Mingenew on the Upper Irwin, which was a place the Midland Railway would touch, and he believed that Company would be willing to construct a line from their own on to Mullewa. Therefore he thought it would be advisable to defer this matter until it could be seen whether the Midland Company would undertake the work, for if they did the country would save £100,000. Such an arrangement would serve the squatters equally as well as the line now proposed. Geraldton had prob-

ably been made the starting point to serve the vested interests of that town; but they should rather study the interests of the colony generally.

MR. CANNING said he felt it his duty to offer a few remarks on this item. He would remind hon. members that railways had been the principal means of developing the resources of Australia, and in this colony, particularly, we had, to a great extent, to look for our prosperity to the successful carrying on of pastoral enterprises. He had long looked forward to the undertaking of this work; for he had constantly been reminded of the great difficulty there was in bringing wool from the Murchison and that part of the colony to Geraldton, and he thought the Government deserved the support of the House in regard to this particular item. They knew that the squatters of Australia had been the means of first turning the waste lands to account. In other colonies, after opening up the country, they had to give way to the agriculturist when the time came for them to do so; but probably such would not happen as regards our Northern country. It had been said that the construction of this line would tend to promote the interests of those in Geraldton; but he hardly knew of any work that would not promote the interests of some one. If it was to the interests of the colony at large, it was no reason why the work should not be carried out because it also promoted the interests of private individuals. He did, however, object to one view of the question that had been taken by some hon. members. It was said that because we were raising a loan every district in the colony was entitled to participate in it. That was not the way to look at it at all. They should look to see if any particular matter brought forward established a claim, having regard only to the general interests of the colony. He did not think any district had a right to a share in a loan simply because a loan was being raised, unless such district could show a claim to have a particular work undertaken in the general interests of the colony. In the present instance he thought everyone who took a broad view of the affairs of the colony would not hesitate to say that such a claim as he had referred to had been made out. He would, therefore, support the item.

MR. RICHARDSON said they had very little before them in the shape of facts and figures to justify an expenditure of £100,000 on this railway. They had been told that 2,000 tons was the traffic between Mullewa and Geraldton, but unless this were largely multiplied he hardly thought they were warranted in constructing 60 miles of line, and he did not feel, therefore, that he could give his support to the Government on this item at the present stage. There were many aspects of this question which were involved in obscurity. One was whether Geraldton was the right point to come into. From what he could ascertain there would be a shorter mileage, and the line would go through a better class of country, if it were brought down so as to join the Midland Railway somewhere in the vicinity of Mingenew Springs. The Schedule bound them to Geraldton. He would have been better satisfied if it had said "Railway from Mullewa to some point on the Midland Railway, or Geraldton." Still he would be satisfied if the Government would assure them that duplicate surveys would be made so as to secure the best possible route. Another feature in connection with this railway was that a great deal of the traffic would consist of live stock coming from Roebourne. If that stock could be shipped and come right down the Midland line, there would be a considerable advantage over its coming into Geraldton by way of Mullewa and then being transhipped. It was a well-known fact that when stock from the Murchison reached Mingenew Springs it was fat; but it was the overland route that caused it to be landed as poor stock, which acted against the interests of the consumers of Perth and Fremantle. A great point in connection with this railway was that it would enable owners to land their stock in better condition than they otherwise could do. He might point out that the suggestion he had made as to the deviation would help those still further to the North. Even 10,000 bales of wool would not justify an expenditure of £100,000, but he believed if the line were brought down so as to tap the Midland Railway, it would run through better country, and he would then be the more inclined to give his support to the line. He would move to strike out the words "from Geraldton."

Mr. PARKER: Simply say "Mullewa Railway."

MR. A. FORREST said that if the suggestion to join the Mullewa Railway to the Midland were carried out, instead of the produce having to be carried sixty miles it would have to be taken more than 160 miles. That would handicap the people they wished to benefit; for the cost of carriage would be nearly as much as it now cost for carting. The object of building this railway was to enable the settlers to get their wool into the nearest port as cheaply and expeditiously as possible. An objection that had been raised to the construction of this line was that there was only wool to bring down; but there was a great deal of sandalwood in that part of the country, and besides this a great deal of fencing wire and other station requisites had to be taken back. When the hon. gentleman representing the Government said that the traffic would be about 2,000 tons, he must have been dreaming; for he was sure such an estimate was not even near the mark. They must remember that when the line was built they would not only get the Mullewa traffic, but also a large quantity of produce that did not now find its way to market through Mullewa. He might also remind hon. members that if this line were not constructed, the Government would have to come down and ask for a large vote for roads. The road now in use was almost impassable at the present time, and shortly the settlers, instead of paying £4 per ton for carting, would have to pay £6. He intended, therefore, to support the item as it stood.

MR. R. F. SHOLL said he was glad that the Government with their "bold policy," had seen the necessity of building a railway to the pastoral districts; for when they saw such a large expenditure being incurred for railways to other parts, it was only due to those residing in the North that they should have their requirements attended to. At the same time he deprecated the building of railways from one point to another before any survey had been made, or before any examination of the country had taken place. What they should consider before undertaking this work was whether it would form the nucleus of a trunk line right into the heart of the pastoral districts. He

would like to know whether the Government had considered the matter from this point of view.

THE TREASURER (Hon. J. Forrest): Yes.

MR. R. F. SHOLL said it was because lines were built in the way he had referred to, our railways had been a failure in the past. Instead of going in for trunk lines, they had built branches to Northam, to Newcastle, and from Bunbury to Boyanup; and these, as was well known, were very expensive to work. They required extra engines, extra stations, and an extra staff, which caused the whole of the system to be worked at a loss. In view of the mistakes which had been made in the Southern part of the colony, he hoped the Government would take steps to prevent a similar thing happening at the North. As to the route the line would take, he thought their only consideration should be, which direction would be most serviceable to the country. No doubt the people of Geraldton would like the line to go into their town; but they must consider the interests of the colony generally, and not those of any particular community. The people of Geraldton did not consider much about the requirements of the Southern Districts; for they sent circulars round protesting against the expenditure of public money on the Yilgarn Railway. He was glad to see that the people of the South had not adopted such a course with regard to the Mullewa Railway. No doubt the time would soon come when the Government must take into consideration the claims of the pastoral districts of the North; for the settlers there would not much longer consent to remain isolated as they had been in the past. He would like the Government to leave themselves unfettered with regard to where this railway should start from; but under no circumstances was it his intention to oppose the item, because it was only due to the pastoralists of the North that the work should be undertaken.

MR. TRAYLEN said that having only travelled over about 25 or 30 miles of the country through which this line was proposed to go, he was not able to speak from personal observation, and was therefore dependent upon his constituents at the Greenough for any knowledge he might have on the subject. From

what he could learn they were somewhat favorable to the line being constructed from Mullewa to some point on the Midland Railway; and the reason they gave was that in taking such a route it would pass through the coal-bearing district, and thus enable coal to be brought to Geraldton for fuel, which was now getting scarce there. The amount of tonnage to Geraldton was not at present very considerable. The 2,000 tons referred to—1,000 tons each way—was, as far as he could learn, rather in excess than under that of the real amount. The number of bales of wool that came down was 4,000 or 5,000; and hon. members could easily calculate what the tonnage was, and allowing that an even weight went back they would see that the freight earnings would but little more than pay the interest on the money expended. If therefore, they could conveniently shorten the route, or allow the line to be constructed on the land grant system, they would save the large loss which would take place for many years to come. Again qualifying his remarks by stating that he did not know the country personally, he would support the view of the hon. member for De Grey.

MR. PARKER said he desired to ask the Government how they had arrived at the cost of this line. He understood the distance was 58 miles, and the sum placed on the Schedule was only £100,000. Did this sum include the necessary rolling stock? The sum appeared a small one for the work, especially, as he understood, the first portion of the line was not easy to construct.

THE TREASURER (Hon. J. Forrest) said the estimate of the cost was on the same basis as the Yilgarn Railway, about £2,000 a mile. Although the Government, in their Schedule, said "from Geraldton to Mullewa," they did not mean to say that the line would go exactly to the Spring. They, however, expected to take the line about fifty miles with the money; because very little extra rolling stock would be required, there being nearly enough available from the Northampton and Walkaway lines, and at the outset they would not require any very great quantity. The line would be a very easy one—in fact, they estimated that it would be one of the cheapest in the colony to construct. The Govern-

ment had made inquiries from those conversant with the construction of railways in the colony, and were told that £100,000 would do the work. He might at this stage inform hon. members why the line should run to Geraldton. There was no denying the fact that Geraldton was the port for all that part of the colony, and there was no doubt in the future that that town would rise to one of considerable importance, especially if the gold discoveries at Yuin, and other places on the Upper Greenough, turned out well. If the line were taken by way of the coal seam, it would be double the distance, and there would be the inconvenience of having to deal with three different railways. In the first place there would be the Government line to the junction with the Midland, then the Midland line, and then the Government line again. The hon. member for the De Grey was actuated by the best of motives towards the Government in seeking to give them a freer hand; but, so far as the Government were concerned, they had made up their minds that, if they wished to tap this Murchison country, they must adhere to the route proposed.

MR. RICHARDSON said his amendment was only to leave the question an open one until the surveys had been made, and more information had been obtained.

MR. PARKER said he had no intention of opposing the item. From what he could learn, sheep-farming could only be carried on with success up to a certain distance from a shipping port. As far as the North of the colony was concerned, the settlers had occupied the country up to the limit where sheep-farming would pay in consequence of the cost of the carriage of the wool to market and the return for their provisions. If this railway would reduce the cost of carriage from £4 per ton to £1 per ton, it would necessarily enable sheep farmers to extend their operations 100 miles further into the country. If that could be done a large quantity of Government land, now yielding nothing, would be taken up, greatly to the benefit of the revenue. They must, too, bear in mind that the staple export of this colony was wool, and anything they could do to encourage it they should. As to the question of the route, there certainly would be, as

was pointed out by the Premier, great inconvenience in the traffic going over three different lines, and they must bear in mind, too, that they had established a port at Geraldton, and having done so, they must look after it; besides which it would never do to compel the settlers at the North to pay freight over a line which was double the length it need be.

MR. KEANE said that three years ago he had the honor to introduce a motion asking for the survey of a line from Geraldton to Mullewa. At that time he sat alone, but now he found every hon. member in favor of it. It was evident, therefore, that they were progressing. As the member for Geraldton he supposed he was bound to support the line. He would, however, sacrifice his own opinions if he thought they were not in the interests of the colony generally, and he certainly agreed with some hon. members who had already spoken, that we should not consider any particular place, but rather the interests of the whole community. He thought that on this occasion the Premier had made out a good case as far as Geraldton was concerned. At first he was inclined to go with the hon. member for De Grey, but after hearing the Premier he had changed his view. He would not take up the time of the committee by going into the abstract question of the value of railways, because they all knew that the further railways were extended the further out the squatter would go.

MR. RICHARDSON said it was evident that the committee was against the amendment, and he would, therefore, withdraw it.

Amendment, by leave, withdrawn.

MR. LOTON said that out of the large loan they proposed to raise, all hon. members would favor setting apart some of it to assist those pioneers who had gone out into the interior and opened up the country. He had studied the question of this railway a great deal, and from what he was able to learn there was a large extent of country available for settlement if the line were constructed from Mingenew; but although that country was good, the rainfall was very doubtful, and therefore it was not country well adapted for agriculture; and besides this they must remember that they had just agreed to the construction of a line which

would open up an agricultural country. Such being the case, he thought if they intended to assist the settlers of the Murchison, and were prepared to construct a railway, they should take it by the nearest possible route. In fact if they were going to make the line double the distance that was necessary, it would be better for the people of the North if it were not constructed at all, and the Government instead at once set about putting the road in order. He might, however, point out to hon. members that from the figures which had been put before them, there was not the remotest chance of this line paying working expenses for many years to come. He had no intention of opposing the item because, although it would cause expense to the colony, it would be the means of extending our pastoral industry, and open up some agricultural land.

The item was then agreed to.

Item 4:

*Improvements to Eastern Railway and Railway Stations, £60,000.*

THE TREASURER (Hon. J. Forrest) said that this item would require but very few words in explanation. It was the intention of the Government to improve the Eastern Railway at the Darling Range. They all knew that the present steep grades were most difficult and expensive to work, as well as very dangerous. This was a fact that was patent to everyone, and he need say no more about it. The Perth and Guildford stations also required attention. At Guildford, owing to the Midland railway, and at Perth owing to the want of space, something would have to be done. He was afraid it would require very economical management to make this vote suffice, but he could only ask hon. members to trust the Government to make it go as far as possible.

MR. PARKER said he would suggest to the Government to strike out the words "Perth and Guildford," so as to give the Government a freer hand, as he thought it would be necessary to improve other stations. When the Yilgarn Railway was constructed it would be necessary to improve the station it joined. He would not, however, propose the amendment, unless the Government were willing to accept it.

THE TREASURER (Hon. J. Forrest) said he thanked the hon. member for his suggestion. The Government had no objection to the words being struck out.

MR. PARKER: Then I move that the words "Perth and Guildford" be struck out.

The amendment was then agreed to, and the item passed.

Item 5:

*Additional rolling stock for existing railway lines, £25,000.*

THE TREASURER (Hon. J. Forrest) said it had been found altogether impossible to carry on even the present traffic with the existing rolling stock, and he would ask hon. members to support the vote.

MR. LOTON thought that after the complaints there had recently been, it was quite time additional rolling stock should be procured.

MR. CANNING said that for some time past there had been complaints as to the insufficiency of the rolling stock, and there was a general feeling that more should be obtained. He had omitted to point out, when the last item was before the committee, that it was necessary that better protection should be provided at the Perth station, both from the sun and the inclement weather. Most hon. members were aware that, with the exception of Fremantle, there was no station in the colony that afforded shelter to passengers who might have occasion to wait for the departure or arrival of a train. This was an important matter, and it was well that attention should be called to it.

The item was then passed.

Item 6:

*Railway surveys, £10,000.*

THE TREASURER (Hon. J. Forrest) said that very few words from him would suffice to induce hon. members to support this item. It was the intention of the Government to make the surveys as accurately as possible before commencing the lines, and to do this it would take about the sum put down. A few pounds spent on surveys might save hundreds, or perhaps thousands, in the construction of the line. In the past they knew that one of the great faults in regard to our railway construction was the insufficiency of the surveys.

The item was then passed.

Item 7:

*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, £16,000.*

THE TREASURER (Hon. J. Forrest) said the Government proposed in the first instance to carry the telegraphic line from Beverley to Broome Hill along the Great Southern Railway, but eventually it would be carried on to Albany, which would give them a triplicate line. The importance of the towns along the Great Southern line was becoming well established, and at the present time those who resided there were subject to the greatest amount of inconvenience owing to the want of telegraphic communication. The next item, that of the telegraphic line from Vasse to Cape Leeuwin, was put on the Schedule principally with the object of setting up communication with the lighthouse the Government hoped to see erected. A lighthouse at Cape Leeuwin without telegraphic communication would be almost useless as a signalling station. Although that was the principal object the Government had in view when placing this item in the Loan Schedule, there were other advantages that would accrue from the construction of this line. In the first place it would go to Quindalup, where there was a large timber station. Eighteen miles from Busselton it would go to Yelverton's, and from there along the present road to the Margaret River, then to the timber station at the Hamelin, and from there eight or ten miles to the proposed site of the lighthouse. Apart from the lighthouse, therefore, he believed that this would be a good work in the interests of the country. The next item was the telegraphic line from Flint Cliff to Freshwater Camp, in Sharks Bay. There had been a great demand for this line by the pearl-ers and others around Sharks Bay. At present there were a number of people there to whom the want of telegraphic communication was most inconvenient. People went out in open boats to meet the steamers at the time they were expected, and he had known them wait about for a week at a time and then have to go home without

seeing the steamer. The next item was the completion of the telegraphic line from Derby to Wyndham, and repairs to existing lines. They had already spent £40,000 or £50,000 on the Derby-Wyndham line, and it had been taken over by the Government as far as Hall's Creek. The other portion (about 200 miles) had not been taken over, as it was not yet quite complete. It appeared that an inferior wire had been used in the construction of the work, and although the best possible was being done to keep up communication, still it had not been established permanently yet, and it was a very great question whether they would not have to re-wire the whole line. Having spent so much on this work, the least they could do was to complete it, and he believed when that was done it should be properly maintained, for, as he had said before, those persons who had settled in the remote parts of the colony deserved some consideration. They were the pioneers of settlement and should be encouraged in postal and telegraphic communication, when possible. Although they had spent a large amount, and the prospects of these districts were not so great as they anticipated, still he had no fear of the future, and he believed that one of the great things that would tend to increase the population would be the establishment of telegraphic communication. He felt sure that that was the one great thing wanting to induce people to invest their capital there. Some people in Melbourne had told him that it was impossible to carry on work there without the telegraph, and the late Government had tried its best to supply the want. The line had been made with very great difficulty, but some one was to blame in not providing for wire of the necessary strength. That used was not good enough. It was continually breaking, with the result that they had telegraphic communication one day and the next it was interrupted. The whole thing wanted investigating, and if it were found that the wire was useless, the sooner they changed it the better. With that end in view the Government had placed on the Estimates a sufficient sum to put the line in good order, besides leaving some little surplus for repairs to existing lines. He would be glad to give hon. members any other information he could.

MR. PIESSE said he had great pleasure in agreeing to this item. He was personally interested in the line from Beverley to Broome Hill, but he was sorry the Government did not at once intend to carry it right on to Albany. It was very inconvenient at present, both for the settlers and persons travelling, and the latter had now no means, after arriving at these stations, to make arrangements necessary for them on their arrival at the end of the journey. He would, therefore, support the item.

MR. PARKER said he did not intend to oppose the item, and he quite agreed with the hon. gentleman in charge of the bill when he said that having built the line it was advisable we should keep it up. It was no use having started to build the Wyndham line, to discontinue it, or to have it out of repair, or useless, by defective wire. When the old Legislative Council made up its mind to build the line it was not in the interest of the settler, but in the interest of the Government, who found it almost impossible to govern the people of this huge territory without it. An instance of the inconvenience was that one of the members who had been returned to that House—the member for East Kimberley—had not yet been able to take his seat, owing to there being no means of obtaining a return to the writ, and probably the hon. member himself did not yet know the House was in session. If they retained the Kimberley District they must have telegraphic communication. He had always understood it was not the defective wire that caused the interruptions on the Hall's Creek line, but the depredations of the natives, who, as soon as the insulators were put up, pulled them down and used them as spear heads.

THE TREASURER (Hon. J. Forrest): That is at the other end, between Hall's Creek and Wyndham.

MR. PARKER said he had been told that as soon as the wire had been put up, the natives climbed the poles and took the insulators for their spears. He understood that for miles along the road this happened. The line ran through hills and gorges, and he would like to know how the Government proposed to protect it, in this uninhabited district.



THE TREASURER (Hon. J. Forrest) said it was the intention of the Government to put the line in order, and to protect it by a police patrol. If the natives found out that they were watched, and punished when caught, they would soon desist. It was an extraordinary thing that there was no trouble on the other part of the line, from Hall's Creek to Derby. He thought, however, the Government would be able to do something in regard to the other end of the line, and, at any rate, if hon. members trusted them with the expenditure of this vote, they would make a good attempt.

The item was then passed.

Item 8 :

*Harbor Works at Fremantle, including extension of jetty and improvements to approaches, £150,000.*

THE TREASURER (Hon. J. Forrest) said hon. members were aware that a scheme of harbor works for Fremantle had been considerably talked about for many years past. At one time, under the old form of Government, the House voted £100,000 to carry out an outer scheme of harbor works, but for some cause or other the Government of the day did not expend the vote, the principal reason, he thought, being that it was considered the undertaking would cost too much. At all events they either changed their minds, or were afraid, or thought that the money could be better spent in places where it was more urgently needed. He thought himself it was a great pity that the money was not spent at the time, for if it had been, he felt sure we should have been in a far better position now than we were. With portion of the £150,000 in the Schedule, the Government intended to extend the present jetty into 23ft. or 24ft. of water. This would enable all the ships that trade to Fremantle to come alongside in ordinary weather. The Government also intended to expend a sum not exceeding £20,000 on improving the river, but at the same time he might inform hon. members that they would spend very little money at the mouth of the river, except under competent advice. The balance £100,000 or £110,000 the Government proposed to expend in commencing a scheme of harbor works, on the design of Sir John Coode. The Government felt they were not justified in spending money at Fremantle except

under competent advice. They felt they must have a solid rock to stand upon, and must not be throwing money into the sea on this or that opinion. But if they went in for a scheme at all, they must carry it out under the management of a gentleman the people had confidence in. A great many opinions had been expressed, and he himself had a personal opinion on the subject, but it seemed to the Government that having gone to the expense of getting Sir John Coode to come to the colony, they could not do other than accept his advice. A great many persons did not believe in Sir John Coode, and would rather be guided by their own opinions. But whatever feelings they had—and as he had said, he had an opinion of his own—they must not allow them to have any force against the opinions of one of the most eminent men in the world on harbor construction. Everyone knew that Sir John Coode had a great reputation, and that there existed monuments of his success in all parts of the world. He had seen the harbor at Colombo, which would remain a monument to Sir John Coode long after he had gone, and there was another at the Cape. Being, therefore, a man of considerable eminence, he was such an one as the Government could stand upon. The Government were not justified in spending this money except on the opinion of some one of undoubted ability. If they spent it on the opinion of a man well qualified to give advice they would have done the best thing they could. These were the views of the Government on the subject, and if hon. members wished for further information he would be glad to afford it.

MR. PARKER: Will the hon. gentleman tell us which of Sir John Coode's schemes he alludes to?

THE TREASURER (Hon. J. Forrest): The one that he recommends—the small scheme which is capable of extension.

MR. PARKER: What will be the distance of the work, and the estimate of the cost?

THE TREASURER (Hon. J. Forrest): The total cost of the part coloured red on the plan, Sir John Coode estimates at £448,500. The length of the viaduct (that is the wooden approach) will be 1,600 feet, and then there will be 11,225 feet of solid pier.

MR. PARKER said that as this was the first intimation they had had of the mode in which the Government intended to spend this money, and as it was not only an expenditure of £100,000 but really half a million, he thought they should report progress. Although it was quite true there were monuments of Sir John Coode's successes in various parts of the world, there were also monuments of his failures.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion): Where?

MR. PARKER said he believed one of them was in New Zealand, and they knew that his estimates were never anything like within the mark. He did not think the Colombo breakwater was constructed for anything like the estimate.

THE TREASURER (Hon. J. Forrest): It is reported to me that it was.

MR. PARKER said he had seen the work, and although it was a grand one, it was nothing like what they would have to do at Fremantle.

THE TREASURER (Hon. J. Forrest): Oh, yes.

MR. PARKER said he did not think so. The Colombo breakwater was taken from the shore: all the stone was close at hand, and there were a large number of native prisoners employed on the work, and with all this the cost was £800,000. Undoubtedly it was a great work, but he should say it was nothing like what was proposed to be undertaken at Fremantle. Another reason why he asked that progress be reported was, that when he was in England a great discussion was taking place on a new mode of building breakwaters. Some gentleman, it appeared, had taken out a patent, his idea being to put down iron girders and then throw the rubble and ordinary stones into it, which would reduce the cost by one half. He himself spoke to the patentee on the subject, and was informed by him that the Fremantle breakwater could be carried out, on Sir John Coode's plans, by his method, for £250,000. He did not say whether this gentleman's scheme was a success; but it was being tried at Home, and on the discussion which took place on it, it was said that it was likely to turn out a success. Under these circumstances, some information on this scheme might, with advantage

to the colony, be obtained. He, therefore, asked to report progress.

THE TREASURER (Hon. J. Forrest): We do not wish to report progress.

MR. PARKER: Then I move that the item be postponed until the other items are disposed of.

THE TREASURER (Hon. J. Forrest) said he did not think they would be in any better position to discuss the question at the next sitting of the House than they were then. The question of Harbor Works for Fremantle had been before them for years, and it must have been known to hon. members that the Government was going to stand on Sir John Coode's scheme. The Government would not mind the item being postponed, except that they were anxious that the colony should be represented at the Convention which was to be held in Sydney at the beginning of March; but unless they were able to finish the business, they could not get there in time. With regard to the iron breakwater which was spoken of by the hon. member for York, he might say that the work could not be commenced at once, and the Government would of course not lose sight of any new scheme which might be carried out here with advantage.

MR. RICHARDSON said it was just this point he wished to refer to. The Government had stated that they would do nothing in the river except under competent advice; and when they were obtaining this advice they might also get an opinion on this new form of breakwater. The world did not stand still in the matter of breakwaters, any more than in anything else. Two or three years ago Sir John Coode might have been the best man in the world on the subject; but it was quite possible that something better might have been devised than was then known to any living authority on marine works. He hoped the Government, before committing the colony to any definite scheme, would take all possible means to spend the money to the very best advantage. He did not see what further information they could obtain by delay.

THE TREASURER (Hon. J. Forrest) said within the last few days he had received a telegram from Sir John Coode, not saying that he could not make any alteration in his scheme, but stating that

the alteration he (the Treasurer) had suggested would not do. His idea, when telegraphing to Sir John Cooode was, that instead of constructing a new viaduct, some means might be devised of making the present jetty the viaduct. He might also point out that the probability was that if anything new in regard to harbor works had been discovered, Sir John Cooode would have pointed it out. He could again only assure hon. members that the Government would do nothing without obtaining the very best advice possible.

MR. PARKER said that by postponing the item, there would be no delay. Even if there were delay in regard to a scheme which was to cost £500,000, he thought it better than hurrying the matter through simply to enable the colony to be represented at the Convention. The one was of more importance to the colony than the other. The intentions of the Government came to him as quite a surprise. Even with a short delay, he might not be able to gather much information; but still it would give him, and other hon. members, an opportunity of looking into the reports and refreshing their memories as to what had been done. And again, it would be most unreasonable to ask the House to pass this item without discussion. It would be a disgrace to the colony to pass it in the way suggested.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marnion) said he could not possibly sit quietly and listen to the remarks of the hon. member without making some reply. The hon. member had listened for years to discussions on this subject. He had listened to many words of wisdom; but, unfortunately, they had not had much effect upon him. When the proper time arrived he would be prepared to show that the hon. member had had full information on the subject. The hon. member must be aware that a resolution was proposed and carried by a considerable majority in the old Legislative Council, to the effect that any future scheme of harbor works at Fremantle should be carried out on the basis proposed by Sir John Cooode. He could, too, trace the history of the Fremantle Harbor Works from the time they were conceived up to now, and show that all the authorities that had been

consulted on the subject were in accord with the greatest Marine Engineer living, and who the hon. member was disposed to treat as no authority at all. Sir John Cooode was the President of the Board of Civil Engineers, and was a man of world-wide reputation—a man sought by the British and Australian Governments for his advice in any great undertaking. It was a curious fact that in matters of far less importance to this colony the hon. member did not seek an adjournment. He hoped that when the hon. member occupied a different position to that he did at present, he would not advocate postponements of everything, otherwise his term of office would be a very short one. There was no excuse for postponement at the present time, for the scheme was well known. If the Government were not to act on the advice of Sir John Cooode, on what basis should they act? He hoped hon. members would not consent to an adjournment.

MR. PARKER said he did not wish for delay, but he thought it would be a disgrace to the Legislature if they passed this item, which really committed the country to the expenditure of half a million of money, after half-an-hour's debate, and after only having a few minutes official notice of the plan it was proposed to adopt.

THE TREASURER (Hon. J. Forrest) said that as there seemed to be a feeling among hon. members that the item should be postponed, the Government would offer no objection.

Item postponed.

Item 9 :

*Harbor Works at Geraldton, including New Jetty, £25,000.*

THE TREASURER (Hon. J. Forrest) said the construction of the Midland and other railways would necessitate harbor improvements and better jetty accommodation at Geraldton. They had a report on the harbor works at Geraldton by Sir John Cooode, and it was the intention of the Government to spend this money in the way proposed by him. Sir John Cooode recommended a new jetty opposite Durlacher Street to the East of the present jetty. The length of the present jetty was 700 feet, and to extend it to reach the 3 fathom line it would have to be carried 3,500 feet further, whereas, to

construct a new jetty at the site suggested, the same depth could be reached at a distance of 2,150 feet. Local opinion was in favor of the new site; for the residents of Geraldton could see there was nothing to be gained by extending the present jetty. Sir John Coode's estimate was £21,400, so that in asking for £25,000 the Government were satisfied they would have a sufficient sum to carry out the work. He might say, however, that the question was rather a difficult one on account of the vested interests which existed.

MR. PARKER said he could not see why the question of vested interests should be considered at all. For instance, it might be advisable to remove the Perth railway station, and surely people could not be allowed to say they had vested interests in the station being where it was, and that it should not be removed. He had no objection to the item.

MR. LOTON said he was glad to be able to support this item. Even the people having vested interests at Geraldton could see that the jetty was in the wrong place, and they were willing to have a new one erected on a proper site.

The item was then agreed to.

Item 10:

*Additional shipping facilities and repair of Tramway at Carnarvon, and Dredging, £2,000.*

THE TREASURER (Hon. J. Forrest) said that a sum of £20,000 had been spent at Carnarvon on the jetty, and after it was built it was found that steamers could not come to it because of a little shallow ground in one spot, and it was the intention of the Government with this amount to remove it. If they could only do sufficient with this money to enable the steamers to go alongside, it would give a great impetus to trade, and confer a boon on the settlers of the district.

The item was then agreed to.

Item 11:

*Shipping facilities at Ashburton, Landing stage and approach, and Buildings, £3,000.*

THE TREASURER (Hon. J. Forrest) said the people at this Northern port had had very little done for them by the Government, although a large quantity of wool was exported from there. It was intended to improve the landing place at Ashburton Creek, and provide facilities

for shipping stock, and probably the erection of a store-house for the receipt and storage of wool. It might also be found desirable to improve the road, which was very bad, for about a mile from the landing place.

The item was agreed to.

Item 12:

*Harbor improvements at Cossack, extension of Jetty, and approaches, £10,000.*

THE TREASURER (Hon. J. Forrest) said that although this was the most important port in the Northern Territory, for many years there had been great difficulties in regard to the shipping. Several natural advantages existed there; there was a good tide, and now a wharf and other shipping facilities were required. The Government proposed to build a wharf and other jetty accommodation, including sheds and a Custom House in connection with it. Considering the importance of this port, the amount asked for was a small one, and he would ask hon. members to support it.

MR. H. W. SHOLL was glad his constituency had got a little of the sop thrown out by the Government to the various districts in the colony. In regard to Customs returns Cossack stood fourth on the list. In December the amount was £1,347 and in January £747, and these amounts were for goods imported from Singapore and other places direct. On the goods coming from the South the duty was already paid, and Cossack did not get the credit of it.

The item was then agreed to.

Item 13:

*Improvements at other Ports, and Contingencies, £4,000.*

THE TREASURER (Hon. J. Forrest) said he need say very little about this item. It was to improve ports not specially mentioned, and they ranged from Wyndham to Eucla. For instance, facilities were very much required for shipping stock at Derby, and he could assure hon. members that the matter would not be lost sight of.

The item was agreed to.

Item 14:

*Purchase of Steam Dredge or Dredges, and Dredging, £50,000.*

THE TREASURER (Hon. J. Forrest) said the necessity for a steam dredge had

been long felt. It was the intention of the Government to purchase one at a cost of something like £30,000. The balance of the money would be required for working it for some time. A dredge was required at Princess Royal Harbor for deepening the channel; it was required in connection with the Fremantle Harbor Works, and to remove the obstruction at Carnarvon. He hoped the item would be passed.

MR. RICHARDSON said he would like to know whether the Government thought one dredge sufficient, considering the work to be done? He might point out that a new kind of dredge had recently come into use, which acted differently to the old hopper dredge, and was much cheaper to work, especially where it was required to reclaim land. No doubt, however, the Government would obtain the best information possible on the subject before expending the money.

MR. PIESSE said that in the absence of the hon. member for Albany he would like to call attention to the necessity there was for placing this dredge in Princess Royal Harbor as soon as possible. Various meetings had been held at Albany during the past week, and, in conjunction with the members for Albany and Plantagenet, he had been addressed and requested to impress upon the House the desirability of having the dredge used at Albany in the first instance. At present shipping was debarred from entering the port, although the facilities provided were suitable to the requirements of the largest vessels. The Albany people thought they should have at least half this amount for themselves to remove the silt which had been accumulating for years.

THE TREASURER (Hon. J. Forrest) said he did not think the hon. member was right in saying that the harbor was silting up, for the latest Admiralty charts showed that the depth of water was the same as it always had been. The dredge the Government intended to purchase would be one of a class that could steam several miles an hour, and could go about from place to place, and it was their intention to work it wherever it was most required. At the same time the Government would at once endeavor to make the entrance to Princess Royal Harbor

deeper, so as to allow the mail steamers to come in.

The item was then agreed to.

Item 15:

*Development of Goldfields and Mineral resources, £100,000.*

THE TREASURER (Hon. J. Forrest): I beg to move that this item be reduced by £30,000, in accordance with His Excellency's Message.

The reduction was agreed to.

MR. RICHARDSON said he would like to have some assurance from the leader of the Government as to the way in which it was intended to spend this money. He did not wish to see the Northern goldfields left out in the cold in the way they had been in the past. When the last sum was set apart for the development of goldfields, a large amount of dissatisfaction was caused owing to nearly the whole of it being spent on the Yilgarn fields. He referred particularly to the item £15,000 for water supply on the goldfields. The late Government had given an assurance that the Northern goldfields would not be neglected, but the whole amount voted had been spent on the Yilgarn goldfields and wasted. If a fair proportion of this sum were now devoted to the North, it would go a long way to pacify that feeling of discontent which prevailed there. He hoped the Government would give an assurance to the committee that the Northern goldfields would not be neglected.

THE TREASURER (Hon. J. Forrest) said the difficulty the Government had to encounter in the past with regard to the North was that there were nothing but alluvial diggings. At one time a rush took place to one spot, and shortly after there was no one there at all, so that it was difficult to know how to assist them. There had been a great many difficulties with regard to the Northern fields, but there were none such at the Eastern fields. At the North there was water, but at the East there was none. He could assure the hon. member that in expending the vote the Government would take care to do as much with it as possible for the benefit of the whole of the goldfields. They would expend it where they found it most required, and he hoped when the Government met them again they would have no reason to complain of how it had been expended.

As far as the Government were advised at present, they intended to spend the money on finding water and encouraging deep sinking on the Yilgarn goldfields, and this latter they intended to do, to convince, if possible, those hon. members who were now sceptical as to the utility of constructing a line there. Before the Government asked hon. members to agree to the Railway Bill for this line he hoped some of the shafts would be sunk to a considerable depth, and thus prove the wisdom of the vote the Government had already induced the House to agree to for the construction of the railway.

The item was then agreed to.

Item 16:

*Surveys of Land for Agricultural settlement along Railways, £20,000.*

THE TREASURER (Hon. J. Forrest) said this was a very proper item because it was the intention of the Government, while the railways were under construction, to have surveys made along both sides of the lines, so that as soon as they were open for traffic they would be able to settle the people on the soil at once. He hoped the committee would agree to the item.

MR. PARKER said he quite agreed with the item, especially bearing in mind the revenue they derived from the sale of land.

MR. RICHARDSON said the term "along railways" was a very elastic one. Would it include country 20 or 30 miles back?

THE TREASURER (Hon. J. Forrest): It will include country within a fair distance of the railway.

The item was then agreed to.

Item 17:

*Immigration, £50,000.*

THE TREASURER (Hon. J. Forrest) said the Government had put this item on the Schedule so as to have funds available for bringing suitable immigrants to the colony. At present very little was being done to bring people here. Persons nominating their friends in England had now to pay £7 per head, which was not always convenient, and the Government thought that if they had an amount like this at their disposal they might assist the immigration of farm laborers, domestic servants, and other suitable persons, who would be especially selected by our own agents in

England to come to this colony. The Government had not yet determined the exact lines on which they would spend the money, but they had put the item on the Schedule because they thought that in a large scheme of public works, such as they intended to embark upon, such a vote should be at the disposal of the Government to enable them to pay a portion of the passage money of any desirable person that they might wish to have sent out.

MR. RICHARDSON said he hoped the greater portion of this item would be devoted to the nominated system, which was a system which had worked well in the past. Under the free system all kinds of persons were sent out, most of them unsuitable, and who in time had to be supported by the colony; but under the nominated system there was the advantage that those who nominated were bound to look after their friends from the time of their arrival until they obtained employment.

MR. PEARSE said the nominated system had answered well in the past, but he thought that instead of the persons who nominated having to pay £7 they should in future only be called upon to pay £5. He knew of many instances of people who wished to nominate their friends, but could not do so, being unable to afford the £7.

MR. LOTON said he was surprised to see an item like this on the Schedule, for he would have thought that when the colony was going into the market to borrow a large amount of money for public works, it ought to be sufficient of itself to induce the necessary amount of labor to come to the colony. He had been a member of the Immigration Board for some years, and, as far as his experience went, all the money that had been spent on immigration outside the nominated system had been thrown away. The Board had found that to bring people out here free was only another way of paying their passages to the other colonies. He was not sure whether there was any amount on the Estimates for immigration under the nominated system, and, therefore, instead of moving that the whole sum be struck out, he would move its reduction by £30,000.

MR. THROSELL said he would support the vote. Though no doubt, while

they were constructing public works, a large population would be attracted here, still at the same time there was no guarantee as to what kind of labor we should get. What was wanted in this colony was agricultural labor. He knew of many works among the farmers that were at present at a standstill owing to the want of suitable labor. There were many people in his district who were prepared to go in largely for the cultivation of fruit and vines, but who were unable to embark upon the industries owing to the want of suitable labor.

MR. R. F. SHOLL said that if we could make sure of getting the class of immigrants we required, he would support the vote; but his experience was that if we imported people to this colony we got none but men who remained about towns, and would not go into the country at any price. The same thing happened in the other colonies, with the result that the towns became congested. Then the unemployed difficulty arose, and a large number of men became a burden to the taxpayers of the colony. We were going in for a large public works policy; a large amount of private capital was also being expended in the colony, and this, he thought, should be sufficient to attract as much population as would be desirable without taxing the people here to bring out immigrants. It was time enough when we stopped borrowing, and found our labor market not supplied, to spend money in immigration. He would support the reduction of the item.

THE TREASURER (Hon. J. Forrest) said he thought the House could trust the Government with the vote, especially as they were prepared to assure hon. members that unless they could get the class of immigrants they required, they would not spend the money. They might get the men they required, and, at all events, they could try. There was no reason why because we had not been able to get the proper class in the past, we should not now. In the past we had not our own agent. We had to trust to the Crown Agents, and shipping agents, who cared very little so long as they got so many people. In the future we should have our own agent, and much greater care would be taken in the selection. He could, however, assure hon. members that unless the Government could spend the

money to advantage they would not spend it at all.

MR. RICHARDSON asked whether it was the intention of the Government to have a practical man at Home to select the immigrants.

THE TREASURER (Hon. J. Forrest) said he did not think it would be a bad thing for the colony to send Home a man to act in this matter in conjunction with the Agent General.

MR. SCOTT said that what was wanted at Home was some one who could explain to the agricultural laborers there what things they would be required to do in this colony. It was because they had no such person in the past that they had received so unsuitable a class of immigrants. In the past he had noticed that those sent out to this colony were mostly persons fit for either the hospital or the asylum. Only in going through the Asylum that day he had found a Chinese who had quite recently been brought to the colony.

THE TREASURER (Hon. J. Forrest): But he was not brought out at the expense of the Government.

MR. SCOTT: Perhaps not, but if hon. members would go round the Asylum they would find a number of persons there who had been brought out at the expense of the Government, and who were physically incapable from the first.

MR. PIESSE said that his experience of the immigrants sent out to this colony was by no means satisfactory. He was employing about sixty men, and among them were a number of immigrants, and he found that one and all had to be educated to the work that was required of them. He had had immigrants that had been sent out to this colony as farming hands, coming to him for work, who could not handle a spade or an axe. He would oppose the vote.

MR. TRAYLEN said that when he was lately in England he was in the centre of the agricultural districts, and he lectured on the subject of this colony. There was only one safe way for us to obtain suitable men, and that was to send Home a man who knew the colony fairly well, and who knew what should be expected from agricultural laborers. If such a man were sent Home he should not, as had been suggested, be made subject to the Agent General, but should on the

contrary be given very large discretion. He should be allowed to go into the villages and see the people, and make personal inquiries as to the characters of the persons offering to come out. It was said that we could not get agricultural laborers of the right class to come here; but the effect of one lecture in Peterborough was to turn the whole country side towards this colony; but at that time he had no authority to do anything. He could not open up negotiations with them, and could only give them such information as they asked for, and tell them what steps it was necessary for them to take if they wished to come out. If they, however, sent an authorised person to these villages, one who could lecture and in other ways disseminate information as to the colony, he felt sure we should be able to get the stamp of men we wanted. Another point that he might mention was, that there always came a time to the English farmer when he could not continue to employ advantageously all the hands that he had, and was obliged to discharge some of them. These men were not turned adrift because they were indifferent men, but because the farmer must reduce his staff. If we had a man in some of these places at about the time of the year he referred to, no doubt the right class of men could be obtained.

MR. CLARKSON said he could not oppose the vote, because, living in a country district, as he did, he knew the farmers were at a standstill for want of suitable labor. He knew in the past the immigration system had been a failure, and that men had come out under it who knew nothing about farming operations; but he could not help thinking that some means could be devised by which suitable men could be selected. Not long ago he was talking to a thoroughly capable man who had come out, and who said that there were hundreds of men like himself in England who would be glad to come to the colony if they could. He did not see any great difficulty in the way of sending a man to England who knew the class of men we required, and who could act upon his own responsibility in sending them out. If he thought that in the future the immigration system to this colony would be conducted on the same lines as it has been in the

past, he would oppose the vote; but after the assurance of the Government he was now prepared to let it go.

MR. PATERSON said that the debate referred particularly to farm laborers, but he thought something should be said about the wants of the ladies. There was a great scarcity of domestic servants in the colony, and a portion of this vote should be spent in sending for them. He hoped, however, that some better method of selection would be devised in the future than had existed in the past.

MR. SYMON said that he heard a great deal about English farm laborers, but he thought it would be a good thing if they could get out here a few of the Scotch crofters, and he knew there were plenty of them willing to come if they were only put in the way of it. The want of proper treatment on board ship had militated in the past against our obtaining a good class of immigrant. On these immigrant ships the people were huddled together like so many sheep, and people did not care to be subjected to such treatment. He would support the vote, but he hoped the Government would take steps to secure a proper class of immigrant coming to the colony.

MR. KEANE said that he heard about English and Scotch laborers, and he would now say a word in favor of the Irish laborers. He was sure that if they went into the right parts of Ireland they could get first class men. They might also go to the Continent, for there was a special class of labor required here in the cultivation of the vine and the growing of fruit which foreigners knew more about than the people of Great Britain. In South Australia the most successful agriculturists were the Germans, and he would like to see a portion of the vote spent in bringing to this colony people of that stamp.

MR. PARKER said that if this vote were to be only used in bringing out agricultural laborers from the mother country a very small portion of it would be expended. Having been brought up on the soil, the English laborer had a great love for his birthplace, and it was hard to induce him to leave it. There were also other British colonies much nearer than Australia, and quite as



attractive, to which he would go if he wished to emigrate. They all knew Canada was making great efforts to get a proper stamp of farm laborer. She had her agents all through England, and they were doing their utmost to induce this class of laborer to emigrate. The Canadian Government offered not only to pay the passage of the people, but held out other large inducements to them to settle on the soil. Although, therefore, some person from this colony might do a great deal for us, still we must remember that we had to compete in this work against other large colonies. He thought that we should find that we should have to rest content with getting men out and then teaching them their business. He recollected that when a number of immigrants were brought out by the Land Company, and were sent to work on the railway, it was thought they would be utterly useless, but they turned out to be admirable navvies. He rather agreed with the hon. member for Geraldton that we should induce the immigration of men skilled in the production of fruit. If any person in the colony now wanted to plant an orchard, it was a very difficult matter for him to obtain men who had a proper knowledge of the work. If some Italians, or Germans, were sent out so as to show the colonists how to cultivate the vine and make wine, it would be of great benefit to the colony. They knew of two persons in this colony, Messrs. Lauffer and Hawter, who started two years ago in the Hills, and the immense success which had attended their efforts was notorious. He trusted, therefore, that the Government would spend some of the money at their disposal in the direction he had indicated.

The amendment was then negatived, and the item agreed to.

#### Item 18:

*Lighthouse at Cape Leeuwin, £10,000.*

THE TREASURER (Hon. J. Forrest) said the intention of the Government was to erect a lighthouse on a site approved by the Admiralty and connected with the telegraph system of the colony. It would be, he felt sure, a great boon to ships, and afford facilities to persons who were travelling. Nothing was more inconvenient than to go to Albany and not know when a steamer was to

arrive. With a lighthouse, vessels could be signalled from the Leeuwin and the exact time of their arrival at Albany would be known. The question had been before them for many years, during which they had been trying to obtain the assistance of the other colonies towards keeping up the light, but his own opinion was they would not succeed in getting any contribution towards it. The other colonies had their own lights to look after. For instance, Queensland had an extensive coast but she bore the expense of her lights, and it would, in his opinion, be unreasonable to ask her to contribute towards ours. He thought this colony should show a better spirit, and not endeavor to get as much as possible from our neighbors; we should rather do a little ourselves. The site proposed was on the mainland. The lighthouse would be 30 feet high, and 200ft. above the sea level, and could be seen 25 miles off.

MR. PARKER: What kind of a light?

THE TREASURER (Hon. J. Forrest): A first class light.

MR. PARKER: Electric?

THE TREASURER (Hon. J. Forrest): I don't think that.

MR. PARKER said it seemed to him that this light was in a different category from those on the coast of Queensland. The Leeuwin was a place all steamers coming to Australia sighted, in fact they all made for that point. With but very few exceptions all these vessels went straight to the other colonies, and therefore the light would be of much greater benefit to our neighbors than ourselves. That being the case it was not unreasonable to ask the other colonies to contribute.

THE TREASURER (Hon. J. Forrest): We have asked them.

MR. PARKER said he understood that captains of vessels had an objection to the Breaksea light because, until they got right up to Bald Head, they could not see it. They said it should be built up so that it could be seen over Bald Head, and that it should be of a greater power. With regard to this Leeuwin light, although ships had been passing for many years, we had heard of no wreck of any consequence owing to a vessel approaching the shore too closely. It might be that this light would be a source of danger rather than safety, for

it might be the means of inducing ships to draw in too close.

THE ATTORNEY GENERAL (Hon. S. Burt) said he knew something about the opinions of the other colonies on this point. At the Colonial Conference in 1887 he took the opportunity of asking them to contribute towards what he called a national object, but he was laughed at, and could not find one delegate who would even talk the matter over. They said they had their own lights to maintain, and that surely it was not too much to ask Western Australia to contribute one light in the interests of navigation generally. He was sure they would get no contribution from the other colonies.

MR. COOK WORTHY said he had no objection to the light, but he hoped it would be put up in the right place. Captain Archdeacon had stated that if the light was put up in the place the Government wanted it, it would do more harm than good. He knew the site proposed, and it was a good distance from the point of the Leeuwin.

THE TREASURER (Hon. J. Forrest): When Captain Coghlan was here he selected two sites, one at St. Alouarn Island and the other at Cape Hamelin. These were sent on to the Admiralty, and they approved of neither site, but selected another, and they could not be doing wrong in accepting the decision of so high an authority.

THE ATTORNEY GENERAL (Hon. S. Burt) said that Captain Coghlan had told him that at the Admiralty they had informed him that if they had seen him before deciding the matter, their decision would have been different, and they requested him to get the colony to refer the matter to him again.

The item was then passed.

Item 19:

*Public buildings at Geraldton, Cossock and other Northern Ports, £9,000.*

MR. PARKER: Why limit it to Northern ports?

THE TREASURER (Hon. J. Forrest): There are a lot of pressing wants.

MR. PARKER: Is there not still a sum of £1,200 standing to the credit of the Geraldton jetty?

THE TREASURER (Hon. J. Forrest): I do not think so.

The item was agreed to.

Item 20:

*Grants-in-aid to Roads and Bridges, and Water Supply on Roads, £30,000.*

Item agreed to without debate.

THE TREASURER (Hon. J. Forrest) moved that progress be reported and leave given to sit again the following day.

Question—put and passed.

The House adjourned at 11:50 p.m.

## Legislative Assembly,

Thursday, 12th February, 1891.

Alleged ill-treatment of Patrick Power in the Colonial Hospital—Compensation for lands resumed by Midland Railway—Formation of Fruit-growing colonies in Western Australia—Loan Bill: further considered in committee—Estimates of Expenditure, 1891: further considered in committee—Adjournment.

THE SPEAKER took the chair at 7:30 p.m.

PRAYERS.

### ALLEGED ILL-TREATMENT OF PATRICK POWER IN THE COLONIAL HOSPITAL.

MR. CANNING: I wish to ask the Premier the question standing in my name—whether the Government propose to take any steps to ascertain the truth or otherwise of the allegations contained in a letter appearing in the "West Australian" newspaper of 31st January, and signed "Patrick Power;" in which the writer complained of the treatment to which he had been subjected in the Colonial Hospital? I think it is only due to the authorities of the Hospital and the public generally that this question should be asked. The Colonial Hospital is a very important public institution,—we cannot overrate its importance; and I think if there should be