

THE COLONIAL SECRETARY: This Bill would provide a closer limit, 10 miles as against 15 miles.

HON. F. CONNOR: Really no limit whatever should be allowed. The route should be surveyed, and no deviation from it permitted. In the case of the Wagin-Dumbleyung line, the route was entirely altered, being diverted a distance of eight or nine miles, after a deal of expense had actually been incurred in clearing a length of seven or eight miles. The reason for this deviation was unknown to him, but he believed it had been made against the express wish of the engineer in charge by the Engineer-in-Chief, who was really not responsible, since the survey had not been made by him and he was not in charge of the work. Such a deviation gave rise to great dissatisfaction.

Clause put and passed.

Clauses 4 to 7—agreed to.

Schedule, Preamble—agreed to.

Bill reported without amendment; the report adopted.

ADJOURNMENT.

The House adjourned at sixteen minutes past 10 o'clock, until the next day.

Legislative Council,

Tuesday, 11th December, 1906.

	PAGE
Questions: Works Department Employees	3654
Sewerage Excavation, Damage	3654
Standing Orders Suspension, passed	3655
Bills: Loan, 3s.	3655
Coolgardie-Norseman Railway, 3s., division	3655
Hopetoun-Ravensthorpe Railway, 2s., Com., reported	3556
Douneybrook-Preston Valley (Upper Blackwood) Railway, Com., 3s.	3667
Greenhills-Quairading Railway, 2s., Com., 3s.	673
Health Act Amendment, 1s. (also see below)	3675
Roads and streets Closure, 1s. (also see below)	3696
Mines Regulation, 1s.	3696
Land Tax (to impose a tax), discharged	3675
Employment Brokers Act Amendment, 2s. resumed, negatived	3675
Jandakot-Armadale Railway, 2s., Com., 3s.	3677
Health Act Amendment, 2s., Com., 3s.	3695
Roads and Streets Closure, 2s.	3696
Mines Regulation, 2s. moved	3696
Contractors and Workmen's Lien, 2s. adjourned	3698

THE PRESIDENT took the Chair at 3 o'clock p.m.

PRAYERS.

QUESTION—WORKS DEPARTMENT EMPLOYEES.

HON. J. W. WRIGHT asked the Colonial Secretary: 1, What is the number of permanent hands in the employment of the Works Department, and the total annual payment made to them? 2, What is the number of temporary hands in the employment of the Works Department, and the total annual payment made to them?

THE COLONIAL SECRETARY replied: 1 (a) Number of permanent hands on 30th November 1906—202. (b) Total annual payments—£47,149. 2, (a) Number of temporary hands on 30th November 1906—34. (b) Total annual payments—£5,280.

QUESTION—SEWERAGE EXCAVATION, DAMAGE.

HON. J. W. WRIGHT asked the Colonial Secretary: 1, Is it a fact that the residence on Perth Town Lot L56 has been so badly damaged through the excavations carried on in connection with the Perth Sewerage, that it has been rendered dangerous and has had to be vacated? 2, Has the line of the sewer been altered in any way by the departmental engineer since the contract was

signed, and if so to what extent? 3. Have the lines and levels been set out for the contractors by the departmental engineer? 4. Will the Government lay upon the table of the House plans and sections showing alterations of route and differences of levels from those laid down in the plans tendered upon?

THE COLONIAL SECRETARY replied: 1, Yes. 2, Yes. See plan herewith. 3, The surface alignment was provided by the department. The contractor does all original detail setting out, which is periodically checked by the departmental officers. 4, Plan herewith. The alterations in alignment were made in order to avoid interference as far as possible with the Federal and Empire Hotel buildings. The alterations involved no additional cost to the department. The levels are unaltered.

STANDING ORDERS SUSPENSION.

Debate resumed from Monday, on the motion by the Colonial Secretary "That in order to expedite business the Standing Orders relating to public Bills and the consideration of Messages from the Legislative Assembly be suspended during the remainder of the session, so far as may be necessary to enable Bills to pass through all their stages in one sitting and Messages to be taken into immediate consideration."

HON. J. M. DREW: Since moving the adjournment, progress had been made with the business of the House, and if the Colonial Secretary would give an assurance that it was the intention of the Government to try to close the session this week, we should endeavour to fall in with his wishes.

THE COLONIAL SECRETARY: That was so.

HON. J. M. DREW was also informed that it was the intention of the Colonial Secretary to move that the Land Tax Bill be discharged from the Notice Paper; therefore he saw no reason why the Standing Orders should not be suspended.

HON. M. L. MOSS: The motion could not be put.

HON. W. KINGSMILL: The Colonial Secretary might postpone the motion until after order No. 3 had been considered.

THE COLONIAL SECRETARY: If the Standing Order did not relate to notice being given, he would fall in with the member's suggestion.

THE PRESIDENT: A ruling had not been asked for on this question, yet if any member objected he would point out Standing Order 334, which stated:—

In cases of pressing necessity, any Sessional or Standing Order may be suspended for that day's sitting; but no motion for that purpose shall be made without notice, except with the concurrence of an absolute majority of the whole Council.

Notice had been given, and he would put the motion.

Question put and passed.

BILL—LOAN (£2,467,000).

Read a third time, and passed.

BILL—COOLGARDIE-NORSEMAN RAILWAY.

THIRD READING.

THE COLONIAL SECRETARY moved "That the Bill be now read a third time."

HON. M. L. MOSS felt so strongly that we were embarking on a policy fraught with danger to the community, that after farther thinking over this Railway Bill which would land the country in an annual recurring loss of many thousands of pounds, and in view of the fact that the Bill was passed on its second reading in a very poor House, the voting being 12 in favour and 7 against it, 19 members' votes only being recorded, it was desirable to divide the House again on the third reading of the Bill. He had no desire to enter again into argument against the measure, but wanted as many members as possible to express an opinion on the measure.

Question put, and a division taken with the following result:—

Ayes	...	...	...	10
Noes	...	...	...	5
				—
Majority for	...	...	...	5
				—

AYES.
 Hon. G. Bellingham
 Hon. T. F. O. Brimage
 Hon. E. M. Clarke
 Hon. J. D. Connolly
 Hon. C. E. Dempster
 Hon. J. T. Glowrey
 Hon. W. Kingsmill
 Hon. C. A. Plesse
 Hon. C. Sommers
 Hon. R. D. McKeuzie
 (Teller).

NOES.
 Hon. J. M. Drew
 Hon. E. McLarty
 Hon. M. L. Moss
 Hon. G. Randell
 Hon. J. W. Wright
 (Teller).

Question thus passed.

Bill read a third time, and *passed*.

BILL—HOPETOUN-RAVENSTHORPE RAILWAY.

SECOND READING.

THE COLONIAL SECRETARY (Hon. J. D. Connolly): In moving the second reading of the Bill, I do so with every confidence, believing that I am asking the House to assent to a very good line, and one which will prove to be very profitable. There have been several other propositions put forward as to connecting the copper mines at Ravensthorpe by railway, which I will read to the House later on. The Government have had four reports on the different lines of railway to connect Ravensthorpe by rail. The first proposition was a line from the Great Southern Railway to Ravensthorpe, which was to branch off somewhere near Broome Hill, Katanning, or Wagin, and to go I think a distance of a couple of hundred miles. The second was a line from Doubtful Island Bay, on the southern coast, to Ravensthorpe. This was undoubtedly a very good proposition, inasmuch as Doubtful Island Bay is a very fine harbour, second to none almost in the State. But the argument against that was that you would have to proceed really past Hopetoun west along the coast—as members will see if they look at the map—and the distance would be some 30 or 40 miles greater. That would make the line 75 miles long instead of 34 to Mary Ann Haven, or, as it is now called, Hopetoun. The next proposition was a line from Starvation Boat Harbour, which was somewhat to the east of Hopetoun along the coast. This proposition of course was not to be considered at all, because the harbour is inferior to Hopetoun, and the length of the line is very much greater. The fourth proposition was a line from Hopetoun to Ravensthorpe, which is the proposal now before

the House. I will just read a few remarks by Mr. Muir on the different routes. He reported on the 2nd October 1906:—

With reference to the proposed railway to Ravensthorpe, I beg to report that, in accordance with instructions, Captain Irvine and myself visited Doubtful Island Bay, Hopetoun and Starvation Boat Harbour. The proposition under review is to give certain farther facilities whereby the Ravensthorpe gold and copper fields can be exploited to the best advantage. Four proposals have been brought under my notice:—(1.) A line connecting the Great Southern Railway with Ravensthorpe. (2.) A connection from Doubtful Island Bay. (3.) One from Hopetoun. (4.) And one from Starvation Boat Harbour.

Those are the four propositions I have named. He says with regard to the first that is connecting Ravensthorpe with the Great Southern:—

As regards the first proposition, that is line say from Broome Hill to Ravensthorpe the distance, going via Doubtful Island Bay would be about 200 miles, out of which for length of say 40 miles good agricultural country would be traversed. The remaining distance of 160 miles, with very small exception, is poor land. This line would cost about £250,000, and should not be seriously entertained as a reasonable proposal to develop the Ravensthorpe fields.

Members will see at once that the proposition was not to be thought of, seeing that it would only open up 40 miles of good land, and would cost a quarter of a million, which is by far too large a sum for an undertaking of this kind. I regard to No. 2, that is connecting with Doubtful Island Bay, he reports favourably, and it would give the same facilities, but of course the argument against that is that it would make the line 75 miles instead of 34.

HON. W. KINGSMILL: There would be very heavy engineering difficulty.

THE COLONIAL SECRETARY: He does not report so much on the engineering difficulty as against the length of the line. He says:—

The second proposition, that is a line from Doubtful Island Bay to Ravensthorpe, is a good one excepting in as far as the distance from the port is concerned. Doubtful Island Bay is a good harbour, second only to Albany on the south coast, as far as natural advantages are concerned. The length of line to be constructed from this point to Ravensthorpe would be about 75 miles, and the cost of construction, including £15,000 for a jetty, would amount to about £120,000. There are great engineering difficulties along the route

(the plan attached shows the line approximately) excepting the get-away at Doubtful Island Bay, the crossing of a few rivers, and the last few miles near the terminal point. The land adjacent is practically all sandplain, the only exception being the river flats, which from an agricultural or grazing point of view are not worth taking into consideration. One noticeable feature of this country struck me, however, and that was the existence of an auriferous belt, running practically parallel and a few miles north from the line of my inspection, and extending from Ravensthorpe westward for about 100 miles. This line of country has not been prospected to any extent, and it may yet possibly prove of sufficient importance to warrant a railway line on its own merits.

As far as the auriferous country is concerned it does not open up very much more than the present line. It runs parallel with it to some distance, almost along to the sea, and then it runs westward to Doubtful Island Bay.

HON. W. KINGSMILL: It would not open up as much.

THE COLONIAL SECRETARY: It would not open up more, and after you leave the auriferous belt and travel westward along the coast it is entirely sandplain and worthless country. The report says:—

The third proposition is to construct a line from Hopetoun to Ravensthorpe, a distance of some 34 miles. This, with additional jetty requirements, would cost some £60,000. The drawback in this case is that it would be impossible to accommodate vessels of a draft of more than 15 or 16 feet, or say of 500 or 600 tons burden. The fourth proposal is for a railway from Starvation Boat Harbour to Ravensthorpe, a distance of some 40 miles, costing, for railway construction alone, some £60,000. This harbour is not a good one, and could not be improved to any great extent, excepting at great cost, say £150,000 or £200,000.

Members can see of course that the fourth proposition is not to be thought of. The report contains the following:—

As to the necessity of connecting Ravensthorpe with some port by rail, there can be no two opinions about the matter. It is, in my opinion, a safe proposal, giving every promise of turning out a good investment from the start. The line of auriferous country prospected and proved extends from Kundip to Ravensthorpe, a distance of some 14 miles. On this line there are dozens of shows, all of great promise. The Phillips River Gold and Copper Mining Company have spent about £100,000 during the last 18 months in development works and machinery, and are prepared, I understand, to go considerably farther. Numerous prospectors too, who have now tons

of ore lying at grass waiting for the smelter to start, take a very optimistic view of the future prospects of the field. There is, moreover, a considerable area of good agricultural land in the vicinity of Ravensthorpe, estimated by a local resident to amount to some 30,000 or 40,000 acres. In fact, to judge by reports and present appearances, this field promises to become within a very short period a great copper-producing district.

Then he goes on to speak in detail about the survey of the different lines. The proposed line, beginning at Ravensthorpe and going to the coast, will travel through 13 or 14 miles of mineral country between Kundip and Ravensthorpe. There are dozens of small shows apart from the big mines which are being developed. From those they have taken from 2,000 to 3,000 tons of ore, which are at grass awaiting smelting. This is apart from the Phillips River Company's and other big mines. The principal mines are the Benson, Elverdon, Mount Cattlin, and the Marion Martin. In 1905 the greatest depth reached was 200 feet. Since then there has been development to much greater depth. I think members have information on the sheet as to the gold production. The gold produced between 1900 and 1905 amounted to 21,774 ounces of fine gold. Copper ore was produced up to the end of 1905 equal to 8,791 tons, valued at £65,737, and recent developments have increased the amount very considerably. A new smelter has been established with up-to-date plant, and will probably be in full going order by the end of the year. The smelter can treat from 60 to 100 tons of ore per day, according to the nature of the ore. One of these big mines, the Mt. Cattlin, can produce quite that quantity of ore. Therefore it will be necessary in order to work the place to put up many additional smelters. That will, of course, mean increased traffic on the railway. I would like to point out to members in regard to this that it is a very much better proposition from the railway point of view to construct a railway to a copper-field than it is to construct a railway to a goldfield, because in the case of a goldfield, whilst you get the loading from the capital or the port, the great drawback is that you get no back loading, but in the case of copper you get that in concentrates; and, moreover, there are more goods to be carted to copperfields than

to goldfields. Timber for firewood can be obtained in the vicinity of Ravensthorpe, and there is also good mining timber within easy distance. Members know that these smelters use a considerable amount of coke. From ten to fifteen tons is required daily for one smelter smelting 60 to 80 tons of ore per day. From ten to fifteen tons of coke should produce a like amount of matte. The figures I have furnished will give members some idea of the quantity of coke likely to be carried over this line. The population at Ravensthorpe at the present moment is estimated at from 1,200 to 1,500, but naturally it is expected that the number will be increased very considerably when the railway is built and more mines are working. As to copper, last year when the report was made there were between 500 and 600 tons of machinery and merchandise awaiting teams at Hopetoun, and indeed I know that a little time ago there was quite a block there. The teams could not start away quickly enough. I think they have put many teams on the road and now they are clearing the stuff from the port, but naturally when the population increases and the mines are opened up and employ more men, people will not be able to take the stuff by road, more particularly as a road is not like a railway, and cannot always be worked. I understand that in the winter time there are parts of this road which become impassable, and the cost of carrying all this material by road will be too great. I would like also to call members' attention to this fact, that whilst the railway will cost £52,000, or about £1,530 a mile, a good road will run into £800 or £1,000 a mile, and the maintenance of course would be very much greater than that of the railway, and the cost of cartage heavier. I do not think there can be any question as to the line paying, if it is simply a light line. Of course the line is not built for the purpose of promoting agriculture, but there is some good agricultural land in the vicinity of Ravensthorpe, and at the present time about 1,000 acres are under crop. But the line is particularly intended for mining purposes. Still it is gratifying to know that around a mining town like that there is some good land. Three or four members have, I think, a

good knowledge of the field, and probably know more than I of the details. Mr. Kaufman, a well-known London mining speculator, has spent a large sum in opening up the mines. A prominent man now on the field is Mr. Klug, general manager of the Phillips River Gold and Copper Company, a man who is, I think, known and respected by many members of the House. He was formerly manager of the Great Boulder Perseverance, and is a very clever mining engineer. He estimates that when the railway is completed he will be able to treat the copper so as to make the 3 per cent. ore pay, whereas in the past 10 to 12 and even 15 per cent. has been needed to show a profit. Members will see the great difference in these figures; and if we accept Mr. Kaufman's estimate, and he is an undoubted authority, we must admit that mines which will barely pay or will not pay at all now, will pay handsome profits when they can be worked at a margin of 3 per cent. cost. The field consists of a large auriferous belt, extending over some 22 square miles. The railway, though a short line of 35 miles, is not built to serve one mine. It does not depend on that mine, but taps a big belt. Probably the best argument in favour of the railway is that in the time of the Daglish Government, in June 1905, Mr. Johnson, then Minister for Works and Mines, sent to Cabinet a minute recommending the construction of a light line as absolutely necessary, and giving as his reason that the Government had received a genuine offer from a private company, asking to be allowed to construct the line on the following conditions. The company were to lay down a railway of 3 feet 6 inches gauge, with 45lb. rails, the route to be from Hopetoun *via* Kundip, and the railway to be handed over to the Government at the end of 30 years, free of expense; that is, it was not to cost the Government sixpence; the company to pay for rolling-stock, equipment, buildings, etcetera. The Government were to give nothing to the company, except the small tract of land which the line would traverse. The rates charged by the company were to be lower than those charged by the Works Department when constructing a railway. That offer was made 18 months ago, be-

fore the field had developed. The company were prepared to build a line at their own expense, without any concession at all except the land, a chain or two in width, on which the line would run. In view of that offer I do not think the House ought to make any difficulty about passing this Bill. For the construction of the railway I do not think any better argument could be advanced. That was a genuine offer made to the Daglish Government. I have not seen that part of the country, but from most reliable sources I learn that it contains an undoubtedly valuable auriferous belt, very rich in copper and in gold, more particularly in copper; and copper, by the way, is now a most valuable metal, and likely to be valuable for many years to come. I move the second reading of the Bill.

HON. J. M. DREW (Central): This appears to me to be another wildly speculative measure submitted at the eleventh hour by the Government. I must compliment the Leader of the House on making the best of a very bad case indeed. I intend to submit figures taken from the departmental reports, but not to make a long speech. I will quote statements that cannot be disputed, and will leave the House to come to a conclusion. The Phillips River Goldfield has been worked for six years, and the total yield of gold and copper is valued at £168,788. The gold yield is as follows: for 1901, 665 ozs.; 1902, 7,441 ozs.; 1903, 7,050 ozs.; 1904, 4,016 ozs.; 1905, a drop to 2,563 ozs.

THE COLONIAL SECRETARY: Quote the copper yield.

HON. J. M. DREW: I intend to quote the copper afterwards; I cannot mix gold and copper. For the eight months ending the 31st August last the gold yield was 1,019 ozs.—a serious falling-off which the Leader of the House ought to explain.

THE COLONIAL SECRETARY: I claim the line should be built for the sake of the copper, not of the gold.

HON. J. M. DREW: The gold yield has diminished from 7,441 ozs. in 1902 to 1,019 ozs. for the eight months ending the 31st August 1906. I come to the copper yield. There is a woeful falling-off in copper also. The value of copper

won in 1903 was £10,984; in 1904, £24,230; in 1905, £15,592.

HON. J. T. GLOWREY: Because it was stored.

HON. J. M. DREW: It will need some explanations, and more than explanations, to convince me. For the eight months ending the 31st August of this year only £6,874 worth of copper was produced, or about one-third of the production in 1904. All this requires explanation; and there must certainly be more justification than these figures afford for the construction of 35 miles of railway. The Black Range railway project has been omitted from the Government programme for the session, though it has a much stronger case than the line which we now contemplate. In 1904 the Black Range field produced 11,186 ozs. of gold; in 1905, 16,693 ozs.; and in the first eight months of 1906, 19,444 ozs.; whereas the Phillips River field for the same eight months produced only 1,019 ozs. Even if we include the small quantity of copper produced in the Phillips River district, the Black Range production is vastly in excess of the Phillips River, and the claims of the Black Range district to railway communication are far more just than those of the other locality. Cartage from Hopetoun to Ravensthorpe costs, I am informed, only £3 a ton; and I cannot admit that is a very serious handicap. Then we must recollect that if this line is built, it will be altogether apart from the existing railway system. It will be an altogether new system, and will consequently be more expensive to work. New rolling-stock will have to be purchased for the line, turntables and workshops erected, and water provided. When we are considering the project we must take these items into account. I believe there have been two or three private offers to build a railway from Ravensthorpe to Hopetoun. What was the object? The very object certain gentlemen had when they proposed to build a railway from Nannine to Peak Hill—simply to boom the property. The offer to build a railway would inspire much confidence in those mining fields, with the result that flotation of the properties in London would be easy. That may have been the object; I do not say it was; but it may have been the object of some of those engaged in the flotations.

THE COLONIAL SECRETARY: Most of the properties are at a premium.

HON. J. M. DREW: Because the Government have promised to build this line. The Government have put the seal of their approval on the railway proposal, and have allowed the British public to believe that the field is most prosperous, though it is not.

HON. J. W. HACKETT: That is the best argument yet advanced for the line.

HON. J. M. DREW: That the Government have promised to construct the line is no argument. At Ravensthorpe was a smelter which was sold. Why? The reason stated was, it had no work to do. If there was nothing for it to do, there must have been but a small quantity of copper produced. The information I have given I have gleaned after much investigation. It may be right or it may be wrong; but anyhow, members will have an opportunity of correcting me.

HON. W. KINGSMILL: It is founded on fact, but badly applied.

HON. J. M. DREW: I wish simply to put these figures, statistics, and statements before the House, and to say it is my intention to oppose the second reading.

HON. W. KINGSMILL (Metropolitan-Suburban): I have much pleasure in again according my support to a railway proposal of the Government; but I feel that this enthusiastic support of their railway proposals cannot continue much longer. At all events, I think this line is one of their best, if not absolutely their best railway proposal. I am sorry indeed to hear the objections which Mr. Drew has raised to the line, most of which objections are as I said founded on fact but somewhat misplaced, quite a huge superstructure being raised on a small foundation. I should like to explain the facts to the hon. member, and I am sure he will accept my explanation as coming from one who was connected with the field until a short time ago. My present interests at Ravensthorpe are practically negligible; but from the very inception of the field to a few months ago I was intimately connected with all that went on there. The hon. member has referred to the falling-off first in the gold yield and secondly in the copper yield. The falling-off in the gold yield is accounted

for by the fact that Ravensthorpe has ever since its inception, been gradually proving itself to be not a goldfield but a copperfield; and the gold properties down there, whilst some of them are being worked with a moderate amount of success, will never I think develop into anything great. It is the contrary with those properties which have for their object the winning of copper. There is a very simple explanation for the apparent falling off to which Mr. Drew alluded in the production of copper at Ravensthorpe. Members will have gathered no doubt from the Press that about 18 months ago the Government smelter having finished all the first parcels purchased for treatment, closed down. The Mines Department came to the conclusion that for the benefit of the field and in order to enlarge their smelter it would be as well to put down a new smelter and to shift the scene of operations to another portion of the district. This was carried out, but while the new smelter was in the course of erection the field happened to come into rather more prominence, and Mr. Kaufman and his friends came along and inspected a large number of the properties, and took options for a period ranging from four to twelve months over several of the best of them. Of course at once when that was done it practically meant that those gentlemen took over the working of these shows, and furthermore the smelter not being ready to smelt ore it also meant that the production of copper must necessarily for a time practically cease. That is the reason why for about the last year the production of copper at Ravensthorpe in the metallic form has been less than formerly; but I can assure members of my own personal knowledge that the production of copper in the form of ore has been very much greater than ever before in the history of the field. There is an immense quantity of ore awaiting treatment on several of the mines. Indeed I understand that at the 200 feet level in the Mt. Cattlin mine—and they have sunk considerably below that depth—there was in sight somewhere about £250,000 worth of ore awaiting treatment at the smelter purchased by Mr. Kaufman to smelt the ore from the mines which he has acquired. As

to the wisdom or otherwise of going on with the erection of a smelter after these options were taken over most of the producing mines, I have very little to do. It is for the Mines Department to explain, but personally I did not think it was very wise at the time, and I expressed that view. However, be that as it may, I have no hesitation in saying that so far as Western Australia is concerned there is no copperfield that can in any way approach in importance the field at Ravensthorpe. The Leader of the House was quite right in saying that building a railway to a copperfield was a much more reasonable proposition than building a railway to a goldfield, because on a railway to a copperfield you have not only to take coke to the field for smelting purposes—about a quarter of a ton of coke to every ton of ore treated—but you have also to take to the coast for treatment copper either in the form of metallic copper, or in the shape of matte for refining. As to the fluxes, the ironstone and lime are found in the neighbourhood of Ravensthorpe. They would pay some proportion of freight from where they are found to the smelter. They are found for the principal part along the railway line itself. So members will see that there is not only every possibility of freight at once, but certainly there is a possibility of a large freight being assured for this railway proposition. I have one or two words to say in regard to the various propositions made as to the starting point of the railway. Of course the proposal to build a spur railway from Broome Hill on the Great Southern Railway to Ravensthorpe is absolutely ridiculous on the face of it. It would never have been thought of by the people at Ravensthorpe, because while the line was being built they would still be carting their goods from the coast. It is impossible to doubt that land carriage of 30 miles could successfully compete with railway carriage of 200 miles. The Doubtful Bay proposal is impossible. It means too great a distance of railway carriage to the mines at Ravensthorpe. But I am rather surprised to learn the result of the report received on Starvation Boat Harbour, because, so far as it appears to a layman, it seems to me that a very much better harbour could be made at Starvation Boat Harbour, certainly

with the expenditure of money, than can ever possibly be made at Hopetoun, which is an almost impossible place, for the reason that I do not see how it can possibly be made a harbour, being of shallow draught. I think the depth at the entrance is about 15ft., and inside at the swinging basin it is approximately 16 or 17 feet; but that is not the worst point about it. If it could be dredged or treated in a way like that there would be a way out of the difficulty, but there is an extremely thin skin of sand over extremely hard ground. Members must see that the place is considerably handicapped.

THE COLONIAL SECRETARY: Starvation Boat Harbour is also condemned by the Chief Harbour Master, Captain Irving.

HON. W. KINGSMILL: I am surprised to hear that. I have no doubt about it. Strange to say, a considerable time ago the Chief Harbour Master and I went into this matter of Starvation Boat Harbour, and we practically came to the conclusion that with the expenditure of a few thousand pounds it could be made a decent harbour.

THE COLONIAL SECRETARY: Had he gone over it then?

HON. W. KINGSMILL: Yes; but I suppose since that time he has made a more detailed examination, and has seen fit to alter his opinion. As regards his opinion, there is no one's opinion to which I attach more importance, because Captain Irving is a man of considerable experience.

THE COLONIAL SECRETARY: The Starvation Boat Harbour is exposed to the westerly gales; that is the main objection.

HON. G. RANDELL: Hopetoun Harbour is exposed to all gales.

HON. W. KINGSMILL: It is not at all good holding ground at Hopetoun, and most captains on the coast if they see weather coming on do not make for Hopetoun, but endeavour to get away from it as far as possible; they up anchor and away as fast as they can. Unfortunately the dangers exist at Hopetoun, and the art of man can do very little to rectify them. The Leader of the House did not tell us what rates were to be imposed on this line. I think the House has a right to more information as to the rates proposed to be charged upon

these lines, because I understand that some special arrangement is to be made. When the Leader of the House is rising to reply in regard to this matter, no doubt he will give some explanation. It is an important aspect of the question not only for the people living there but for the finances of the country as a whole. With regard to the finances of the country I feel perfectly certain that from the very inception this railway should be a paying concern, because it will have a large traffic to deal with. There is no doubt whatever about that.

HON. J. T. GLOWREY: The carriage is now £5 per ton.

HON. W. KINGSMILL: I can easily believe that; but it cannot be taken as a normal state of affairs, because we know that for several months past there has been a block at Hopetoun.

HON. F. CONNOR: One train would carry the lot.

HON. W. KINGSMILL: I must combat that statement. I have no doubt the Government in their wisdom will regulate the running of the train to meet the traffic. [Interjection by HON. F. CONNOR.] I am very sorry to learn that the hon. gentleman has doubts as to my views on the Bill. I thought I had made my remarks very plain. I hope I am not damning the Bill with faint praise; that is not my intention. My intention is to give the Bill my most hearty and whole-souled support. I hope the second reading will be passed without a division. I would like to be enlightened on the point I have touched on as to what rates it is proposed to charge on these lines, because it has a very important bearing on the question.

HON. G. RANDELL: Suppose copper comes down to half its present value?

HON. W. KINGSMILL: The hon. member raises the point that copper is a metal of a fluctuating value. We were working copper at Ravensthorpe and making a little money out of it, not very much, when copper was £60 a ton; and that was without a railway. Even then we could manage to exist and the mines paid their way, so that the hon. gentleman will see that we can allow for a very big margin in the price of copper. Copper has to fall below £60 a ton, and I venture to say it will be many years

before that comes to pass, before the payability of this field is in question.

HON. F. CONNOR (North): I intend to support the second reading; but I would like to draw attention to the statement made by Mr. Kingsmill, that Ravensthorpe is the most important copper proposition in Western Australia. I might draw the hon. member's attention to the fact that in the district he formerly so ably represented in the Lower House, Pilbarra, there is a copper proposition quite as important as the one he now supports. I think the mine is called the Whim Creek, and I have heard Mr. Kingsmill speak in connection with this mine in another place in support of a proposition for a railway for the North-West. I would like to have the hon. member's eloquence and knowledge of mining, particularly copper mining, in support of a railway proposal for the North-West that will come before Parliament early next session I hope, and I will ask him to remember that proposition and give it the same support as he is now giving to this proposition, though I think with a great deal of faint praise. In fact I am not sure that he did not oppose this railway to Ravensthorpe from a certain point of view. We should not give a silent vote on these Railway Bills. I think we should say why we support them, but I think the Government have made a mistake in regard to their policy of building railways. They are building the railways where the best work will not be done for the country, and where they will not tend for the greater development of the State. My opinion is that the railway to Ravensthorpe is justified, but my honest conviction is that there are other railways which should have been brought before Parliament and built before this and other railways were even thought of; because there are districts where there are greater mineral deposits, and where there is a greater area to be developed, than the country of the present proposals before the House will serve. I do not want to wear out that old horse now almost ridden to death, the fact that we are not paying attention to the North; but I must say I cannot compliment the Press on the reports of the remarks of members when that question is brought before the House, because they are not

reported. I think it is a pity. When members try to be of assistance not only to their own constituents but to the country at large, and take the trouble to explain these matters before members, these things should have the attention of the Press. Whether it is a boycott of the North by the Press I do not know, but I know that speeches by myself are not favourably, or fully, or fairly reported. I do not want to attack my friend Mr. Kingsmill, but I do wish to draw his attention to the fact that he said this particular copperfield was the most important in the country. If I had the right—but I do not suppose I have—I would ask him to prove to this House the existence of a greater copper proposition than Whim Creek, or some of the other propositions which at present exist in the North of this State. The hon. member does not represent the Pilbarra district now.

HON. J. W. KINGSMILL: Whim Creek is not in that district; it is in the North-West.

HON. F. CONNOR: I assure members that one of the greatest losses there, which was expressed fully and freely by the people, was the loss of the services of the hon. gentleman as member for the district he represented. There was almost weeping and gnashing of teeth when Mr. Kingsmill ceased to be the representative of the district I am referring to, or a portion of it. I could not pass this question without paying that compliment to my friend Mr. Kingsmill. As far as the railways are concerned, I do not think I will discuss them any more after this, but in relation to those Bills mentioned in the Orders of the Day, although I want to say there are other railways which take precedence of them I do not intend to oppose any of them; in fact if I am in the Chamber I will give my vote in favour of them, for the reason that this country cannot do too much for the development of the agricultural industry or the mineral industry. And although it may be possible that slight mistakes in the building of some of these railways may be made, still I think the policy of the Government is a good one in connection with this particular matter. I give them credit for it, and I shall support them. But I point out to them again,

and I hope members will take notice of this as the opinion not only of myself—and my opinion is perhaps not worth much, although I am practical and have been through the country and know more about it probably than most other members—but the opinion also of others, that a mistake was made in not trying to develop the northern portions of this country, for if railways were built there and encouragement given to the people a great amount of good would be done. A greater population would come to the country, greater wealth would be produced by the people coming, and the people would be better satisfied when they did come. I am not going to speak farther on these Bills except that there may be some details; but in connection with the Bill now before the House I shall support it, and I shall support any such Bill brought forward; but I regret exceedingly that I have not an opportunity of supporting a line to develop the great mineral resources I have referred to.

HON. J. T. GLOWREY (South): I shall not take up the time of the House more than three or four minutes, but I would like to say I had an opportunity of making a personal inspection of this particular district a little more than two years ago. It was then perhaps not so well known as it is at the present time. Mr. Drew referred to the return for 1901, but I would like to allude to the return of the Mines Department for 1900. Some reference has been made to the falling off in the copper and the gold. That has been fully explained by Mr. Kingsmill, therefore that should not have any influence on the House in coming to a decision on this important railway. Reference has also been made to the question of building this by private enterprise, and it has been suggested that an offer was made by someone interested in booming the district in order to make a certainty of some share flotations. I am in a position to say there are two people in Perth at the present time prepared to undertake the construction of this railway on terms no doubt favourable to the Government. So far as that field is concerned I will read an extract from the report of the State Mining Engineer, and that will conclude

my remarks. On page 79 the following appears:—

This return from the copper-bearing lodes must be regarded as very satisfactory, considering the small amount of work that has been done on most of the mines to produce the ore. The high average value per ton is also a good feature, particularly as the accumulations of second-class ore, rejected when picking out the best stuff for sale, were inconsiderable. This is largely due, however, to only the richest bunches of ore being worked, and in many of the mines there is a lot of low-grade material unbroken that will require either concentration or much cheaper smelting treatment before it can be profitably handled. As the mines have got down to the sulphide ore the amount of dressing ore available has greatly increased, and no doubt in the future a great part of the output of the mines will in this field, as in most others, be poorer ore requiring concentration. A very satisfactory feature about the lodes is that so far as they have been opened, the ore below the oxidised zone is almost entirely chalcopyrite (yellow copper pyrites), and shows no sign of changing into cupreous iron pyrites. This leads me to be very hopeful as to the valuable ore being persistent in depth. The rich bunches of oxidised ore that have been found near the surface have been found also to be the result of oxidation of copper pyrites more or less directly, and not merely chemical concentrations. Copper pyrites is an ore which is found persisting unchanged to great depths, and the evidence now available seems to me to show that it is the ore which prevails in the portions of the Phillips River copper lodes that lie below the zone of oxidation.

That report of the State Mining Engineer, written some 12 months ago, has been more than borne out by recent development. We know from the developments which have been proceeding in a most energetic fashion that time and money have been freely devoted to the purpose, and I am sure they have been of a most satisfactory character; in fact in many cases they have exceeded all anticipations. At the present time there are about a couple of thousand people on that field and £50,000 is paid in mining stores and wages. That information is derived from various sources in the district and is supposed to be reliable. That amount has been paid away for several months past. That will give members some idea of what development is taking place at the present time in that field. I do not think it is necessary to say any more. I hope the House will agree to this motion without a division. The work is very necessary, and one which

I am sure will reflect credit on the Government and the State generally. I am looking forward myself to see the copperfield of Norseman rival Boulder and Kalgoorlie before two years are over, and I am sure we will have 10,000 or 20,000 people as soon as the place is satisfactorily opened up and the mines get ample labour to work them properly.

HON. C. E. DEMPSTER (East): I am not much acquainted with the country between Hopetoun and Ravensthorpe, but still I have travelled in it, and I have never formed a very favourable opinion of it. This seems to me an undesirable kind of line to establish. We know that the mines are already in the possession of capitalists. It does not seem to me at all probable that the amount of copper which will be produced in these mines will be sufficient to keep that railway going, and I think it would be far wiser if the Government were to leave the line to private enterprise instead of undertaking it. From what I have heard of Hopetoun it is one of the most dangerous places for a harbour that we have on the coast, and I do not think it can ever be a desirable harbour. No doubt if you were to go to Hopetoun you would see on some occasions that there was very little hope for yourself. From my own knowledge of the coast I should have thought Starvation Boat Harbour, although not having a very inviting name, a far safer place to get into than Hopetoun. There would be some chance of getting away from Starvation Boat Harbour, which is protected from the most severe weather we have, that would be the westward and northerly winds; whereas one would not be able to get away from Hopetoun. I cannot say a great deal with respect to the capabilities of the mines. Mr. Kingsmill could tell members a great deal more about the mining interests there than I can. But from what I have heard, and judging by the facts Mr. Drew has brought before the House, they are not too encouraging with respect to Hopetoun. I would, I repeat, far rather see the railway constructed by private enterprise than see Parliament take the risk of constructing a line of this sort. It is not a very long line. As a rule there can be no construction on the present cheap system which would not

cost a great deal more than making a road. I cannot say I am at all sanguine as to the success of that line.

HON. E. McLARTY (South-West): Having voted against the third reading of the Norseman Railway Bill, I should like to say a few words. I think the present proposition should commend itself to members. I know nothing of the country from my own experience, but from what I have heard I am of opinion the Government cannot be wrong in bringing forward this measure, which I have much pleasure in supporting.

HON. G. RANDELL (Metropolitan): I shall not oppose the Bill, but as I already mentioned, the railway will involve the establishment of a separate railway workshop for constructing and repairing. That will add considerably to the expense of maintenance. I had some doubt about the value of the copper, which is now at an extraordinarily high price, a price which I believe has not for many years been so high as at the present moment. But when I find Mr. Kingsmill assuring us that the field was able to potter along and produce copper when the price was as low as £67 per ton, the difficulty is to a certain extent removed. Another difficulty I hardly like to refer to, but it has been referred to in some quarters, that is, was any engagement entered into by the Government to induce Mr. Kaufman to purchase a mine at Phillips River by promising him the railway?

THE COLONIAL SECRETARY: None whatever.

HON. G. RANDELL: So long as there was no undertaking of that kind, and this is a fair, *bona fide*, and open proposition, one does not object to it. I can only hope that if the line is constructed it will pay. With the harbour I have had some acquaintance, because I think I was the first to send a mail there when I had the Post Office under my control. For some time I had advice from the Adelaide Steamship Company, whose boats traded there, that it was a most dangerous harbour, exposed to nearly all the gales which blow from east, west, north, or south. As we have heard from Mr. Kingsmill to-night, the harbour is almost incapable of improvement, inasmuch

as the bottom, with the exception of a slight coating of sand, is composed of granite. I was assured it was a most dangerous place, and in the first instance steamers had to land cargo in their own boats. On one or two occasions Captain Douglas had a narrow escape from losing his vessel. There is no holding ground and no shelter from any quarter, so far as I know. That is the information I received from those who used the port. Possibly these difficulties can be overcome by going there at certain seasons of the year when the prevailing winds do not interfere greatly with loading and unloading. It is exceedingly desirable that the railway should be taken to a harbour where vessels may lie with comparative safety. I can hardly realise that there will be a large traffic, even with the extent of auriferous country of which the Colonial Secretary has told us. I presume he means that the belt is twenty-two square miles in area. But I think there should be little difficulty in making it pay while copper continues at its present high price.

THE COLONIAL SECRETARY: The price is likely to remain high for years.

HON. G. RANDELL: I understand this will be a cheap railway, a sort of modified tramway, and therefore will not be expensive to work. I presume it will be a single line, probably without loops, having one set of rails from the port to the field. That of course will make it cheaper still. The passenger traffic cannot be heavy. Altogether, I am not satisfied this will be a paying proposition. However, I am not at all desirous of opposing the railway; but considering all things, it is very unlikely that it will pay expenses, interest, and sinking fund. Probably that is not intended at the outset, the object being to develop the mineral wealth of the district. I believe there is some fairly good land. For a number of years past there have been some settlers there. Probably there is pastoral country, where sheep can be kept; and if so, that will be a desirable development. Without wishing in any way to discredit the line, I may say I think it is like some of the other propositions we have before us—one that cannot be expected to be very profitable.

HON. C. SOMMERS (Metropolitan): This is certainly one of the railways I should have preferred to see constructed by private enterprise, mainly for the reasons mentioned by Mr. Randell. The railway will certainly need a separate staff and separate control, not being in touch with the main railway system of the State; but I have no intention of opposing the project. I feel our mineral wealth has done so much for the State that we must take some risks, such as we are possibly taking in passing the Coolgardie-Norseman Railway Bill. That mining district may have great possibilities, and possibly the Phillips River District may be equally successful. The harbour is the difficulty, more especially as I see we have to spend at least £5,000 on the proposed jetty to make landing possible and convenient. But seeing the Government would have to do something for the field by way of road construction, and as only a moderately good road can be made for £1,000 a mile, and the railway will not cost much more, the better way out of the difficulty is to construct the railway. All we can do is to pass the Bill with the earnest hope that all its best friends have said about the project, and would wish for it, will be realised. In the circumstances I have pleasure in supporting the second reading.

THE COLONIAL SECRETARY (in reply): I am pleased with the reception which all save one member have given to the Bill. Mr. Randell said he did not think the railway would be a paying proposition. I am much inclined to differ from him there, and think it will pay from the start. First, it is a cheap line, and will be cheaply worked. It will be worked under special conditions, as all these lines will be. The cost will be £1,530. As to the harbour, I have already said I am quite aware it is not a good haven; but all the reports show, despite what some members say, that the Mary Ann Haven, now called Hopetoun, is far away a better port than Starvation Boat Harbour; and to take the line to the latter port would involve constructing an additional six miles. We can arrive at no other conclusion from reading the report of the Chief Harbour Master than that Hopetoun is not at all likely ever to become a good harbour. As Mr. Kingsmill says, it cannot be

dredged because it has a granite bottom covered with a thin coating of sand, and but little can be done to deepen the anchorage. But if ever the trade becomes larger, it will be far cheaper to extend the railway to Doubtful Island Bay.

HON. C. E. DEMPSTER: That would be very costly.

THE COLONIAL SECRETARY: No. I think it could be extended for another £60,000 or £70,000; and that would be much cheaper than trying to improve the harbour at Hopetoun. All it is proposed to expend on that harbour is about £8,000, of which £5,000 will be represented by jetties, sheds, and tramways. The moorings are already down, having been shifted from Esperance, where they were not wanted. I should like to quote from the report of the Chief Harbour Master, Captain Irvine, as to the two harbours. He says:—

Starvation Boat Harbour, situated approximately 22 miles west of Hopetoun, has little to recommend it, being somewhat dangerous of approach owing to the numerous outlying and scattered reefs. The harbour is formed by a short projecting point of land named Powell Point; but the point does not project sufficiently to the eastward to afford protection from the westerly sea which curl round into the bay and causes a heavy draw back. I was informed by Captain Pearson, of the "Maitland," that on one occasion he sought shelter in this harbour during a westerly gale, but found that the sea rolled in to such an extent that he was obliged to leave and fight his way to Hopetoun. To the eastward there are several isolated reefs; but unfortunately they are so situated as to afford little or no protection from easterly weather. This harbour is unanimously condemned by all shipmasters who have had occasion to use it and I am afraid nothing can be done to improve it.

As to the Hopetoun harbour, Captain Irvine says:—

This harbour is formed by a double line of reefs, some showing above water and others with but a few feet over them. The harbour thus protected is an irregularly shaped sheet of water about one-fifth of a mile north and south and half-a-mile east and west, having a depth of about 15 feet. This harbour is well protected; but the trouble is the limited area and the shallow depth of water.

The hon. member said there was no protection. The harbour is well protected but the area is small. If the jetty were extended so as to enable ships to lie in 19 or 20 feet of water, according to the

chart there would not be room for them to swing round; therefore it would be impossible to get more than 12 to 15 feet of water.

HON. W. KINGSMILL: There is not 20 feet of water in the harbour.

THE COLONIAL SECRETARY: I am relying on the chart. The Chief Harbour Master's report continues:—

This difficulty has now been overcome to a great extent by the use of good strong lighters, each with a carrying capacity of about 100 tons, so that vessels drawing too much water to enter the inner haven can anchor in the roads and have their cargo lightered from there. The outer anchorage or roadstead is to the eastward of the inner harbour, and is well sheltered to the west and south-west, but it is open to all weathers to the east of that; but I am informed by the master of the "Julia Percy" that a heavy ocean swell is not experienced here. Good anchorage can be had in these roads from 21 feet of water upwards; and the holding ground is said to be excellent.

The Government are therefore quite justified in taking the railway there; and speaking generally, I think the harbour will meet all requirements for some years to come.

Question put and passed.

Bill read a second time.

IN COMMITTEE.

Clauses 1, 2—agreed to.

Clause 3—Deviation:

HON. W. T. LOTON: There was to be a deviation of 10 miles on either side of this line, which gave plenty of margin. Had there been no survey made, or why should there be a margin of 10 miles? Did the Government intend to repeat what had been done in the case of the line from Katanning to Kojonup, having a new route altogether?

THE COLONIAL SECRETARY: The clause would give the Government the right to deviate 10 miles on either side. Where development was occurring from day to day it was desirable there should be a deviation of 10 miles.

HON. G. RANDELL: The length of the line might be doubled.

THE COLONIAL SECRETARY: It was a usual provision in building a light line like this.

HON. W. T. LOTON moved an amendment—

That in line 3 the word "ten" be struck out and "five" inserted in lieu.

THE COLONIAL SECRETARY: In new and practically unexplored country it might be necessary to alter the route of the line. It was preferable to have a clause of this description than that the Government should spend a lot of money on a permanent survey. The field was in its infancy, and now that serious work was being undertaken over a large stretch of country, development might take place that would warrant the line going five miles east or west, which condition did not exist previously. In the Bills passed last year the deviation was 15 miles.

HON. C. SOMMERS: In the proposed Greenhills line, which was 20 miles long, the deviation was 10 miles.

HON. E. M. CLARKE: Bearing in mind that the total length of the line was 34 miles, it seemed utterly ridiculous to say that the Government might take the line 10 miles out of a direct route from point to point. In a line of 200 or 300 miles long it might be desirable to deviate perhaps 25 miles, but if a railway was only 10 miles and it was decided to deviate 10 miles the line might go at right angles to where it was first proposed. The clause gave authority to deviate for one third of the total length of the line.

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

Ayes	...	...	...	5
Noes	...	...	...	12

Majority against ... 7

AYES.		NOES.	
Hon. E. M. Clarke		Hon. G. Bellingham	
Hon. C. E. Dempster		Hon. T. F. O. Brimingham	
Hon. G. Randell		Hon. J. D. Connolly	
Hon. J. W. Wright		Hon. J. M. Drew	
Hon. W. T. Loton		Hon. J. T. Glowrey	
(Teller).		Hon. J. W. Hackett	
		Hon. R. D. McKenzie	
		Hon. E. McLarty	
		Hon. M. L. Moss	
		Hon. C. A. Piessie	
		Hon. C. Sommers	
		Hon. J. W. Langsford	
		(Teller).	

Amendment thus negatived; the clause passed.

Clauses 5, 6, 7—agreed to.

Schedule, Title—agreed to.

Bill reported without amendment; the report adopted.

BILL—DONNYBROOK-PRESTON VALLEY (UPPER BLACKWOOD) RAILWAY.

SECOND READING.

THE COLONIAL SECRETARY (Hon. J. D. Connolly): In moving the

second reading of this Bill, I do so with every confidence, because I believe it will open up a very fine extent of agricultural land. The line has everything to commend it, in regard to the quality of the land, the climate, and the rainfall. I regret very much, believing as I do that this line will open up beautiful land, that I have not had a more intimate knowledge of the whole of this country. I have been over the line towards the junction at Donnybrook and a few miles away from it, but I have not had the privilege of going up this very fine valley which is well known, I believe, to the majority of members, and is known as the famous Preston Valley. Members will see a good deal of information in the statement placed before them if they will refer to it. There are particulars as to the length of the line, the distance, the weight of rails, the grade, the curves, and cost of construction, etcetera. The length of the line is 50 miles, and the distance from Fremantle to the commencement of the line near Donnybrook is 144 miles. It will be another light railway built with 45lb. rails, half-round sleepers 6ft. by 6in., and the total cost is estimated at £38,000, that is for construction, and with rails and fastenings £32,000, a total of £70,000, or at the rate of £1,400 per mile. The Government confidently believe this is a very liberal estimate indeed, and they are confident the line can be constructed much under this sum. As members know, engineers are always careful to give an estimate on the right side so that afterwards they can say they did not under-estimate the work, and so that the work shall not be constructed for more than the estimate. The three lines already carried out have been constructed for a sum of £30,000 less than the estimate, so that we have a good basis to work from. It will also be seen in the statement that a great quantity of land will be opened up by this railway, also the quantity of freight to be taken over the line. And no unimportant factor in this agricultural line is that it will open up some very fine jarrah forests which will be a source of great benefit indeed to the railway. I would particularly like to draw members' attention to the fact that the railway terminates at a place called Boxup Brook. There is quite a large holding

there—it is shown on the map, marked yellow—which was held on poison lease. It was surrendered some little time ago. Since that it has been inspected by the lands inspector of that district, Inspector Thompson, and is stated to contain 46,000 acres of first-class land and 40,000 acres of second-class. Later on I will quote very fully from Inspector Thompson's report on that block of land, which is close to the terminus and is available for settlement. The question as to route generally crops up with regard to these lines, but in this particular instance there can be no argument I think as to the direction the route should take. I certainly should take the direction in which it is mapped out, that is up the Preston Valley, and is probably following good land right from the start to the finish. It has been said, and probably rightly so, that the original line, the Bridgetown line, should have gone up that Preston Valley instead of following the course which it did to Bridgetown.

HON. E. McLARTY: There is no doubt about that.

THE COLONIAL SECRETARY: I am glad the hon. member says so because he has an intimate knowledge of the country. If that was the case in those days, the case is ten times better to-day. Members will see from the information before them that the population is 1,650, and that the land under cultivation this year is 9,000 acres, the land cleared 16,900 acres, and the land ringbarked 60,000 acres. The total area of land which will be within the influence of the proposed railway is 693,000 acres, 60,000 acres being first-class, 86,000 acres second-class, and 352,000 acres third-class. [Interjection by Hon. J. W. HACKETT.] In reality a portion of that land, called third-class, is not really third-class land. I am told that it is first class land, but that it was given away—well, I will not say given away, but taken up under poison lease and held on a poison lease; and that being so it would appear on the official records as third class land. It is well known to members who have a knowledge of land that poison land is very often of very fine quality. In addition to the agricultural land already opened up, the line will open up some fine timber forests. Later on I will quote the forest ranger's

estimate of how much this timber will go to the acre. This will be a great boon indeed to the country, because at the present time there is not, near a railway, very much good jarrah land that is not held by the company known as the Combine. This line will open up very fine timber land and will enable small mill-owners to enter into competition and supply the people in that district and in fact all over the State with good marketable timber. The Premier has gone over this route, in fact he has been over it a good many times, but he took the precaution to go over it lately, and he speaks in very glowing terms indeed not only of the timber but of the agricultural land. He is a man having a special knowledge as a surveyor, and having been born and bred in that district his opinion should be very valuable in a case of this kind. In regard to that timber I would like to read an extract from the report of Mr. Hastie, forest ranger. He says:—

From the head of the Preston River the land begins to get light, and is timbered with jarrah and red-gum. This jarrah country extends for about 18 miles along the proposed route, some of which is held by timber lessees, but most of it is virgin country.

Referring to this timber Mr. Hastie says:—

I have examined the back country from the head of the Preston River and found there a forest of jarrah which is one of the finest I have met with in my experience. One portion of about ten miles long and six miles wide is particularly valuable, and I estimate the capabilities of this patch at between ten and twelve loads to the acre. Indeed, I noticed patches of this particular belt that would yield as high as 40 loads in the round. There are trees that range from 60ft. to 90ft. to the first branch, not one but hundreds.

The Premier assures me he has seen this, and that he can bear out the statement made by the forest ranger, Mr. Hastie. Apart from other considerations, such a magnificent belt of timber would undoubtedly add very considerably to the value of the line, and would help it to pay working expenses if not interest and sinking fund. The Chief Inspector or Assistant Surveyor General (I think he is), Mr. Brockman, estimates in this report that the area traversed by this line contains 1,600,000 loads of marketable timber, at a moderate computation.

The timber is grown on private land, and an arrangement has been entered into by the forest ranger on the part of the Government and the holders that they will sell it at not more than one shilling per load in the round, so they will not be able to get a monopoly and hold out for high prices. In regard to the land that will come within the influence of this railway, I may mention that with the exception of a few big holdings it is all held by small settlers. There are not more than a dozen, in fact not a dozen who hold a thousand acres. The largest holder in the district holds 4,000 acres, this being held by Mr. Walters, and that man is doing splendid work; so that there will be no big estates that will benefit by this railway at all. Some 450 acres are under orchard and another 1,250 acres have been cleared in preparation. These figures are only important as showing what, under adverse circumstances, settlers can do on that land. I do not think I need go into the possibilities of growing fruit in that particular district, for that goes without saying. It is accepted as a fact by every member that fruit will grow there to perfection, and you can produce almost all kinds of fruit and have fruit all the year round. Therefore I do not think it is necessary for me to go into these figures and show members what a vast amount of fruit may be taken from the different areas. There are great possibilities also in this particular district of going in for intense grazing the same as they have been doing in New Zealand, growing summer crops and fattening lambs and breeding them for export. In this connection it is interesting to note that settlers own some 16,000 sheep, every man having a small flock, few more than 1,000, the average being between 200 and 400 head. This is an essentially encouraging feature. It shows how successfully mixed farming is being practised throughout the district. In New Zealand the small farmers with a few hundred sheep are the backbone of the country, and in New Zealand the small farmers going in for fattening lambs produce nearly as much wealth as all our gold. The wealth last year in that country in regard to sheep and lambs was £6,000,000, which as I say was almost equivalent to our gold yield. You

will have in this valley an area of which you can make the same use as New Zealand farmers make of their land.

HON. C. E. DEMPSTER: The country is not like New Zealand.

THE COLONIAL SECRETARY: I do not say it is as good, but the hon. member must know that this part in the South-Western District is more adapted for that class of farming, intense grazing, than any other part of Western Australia; and I think the hon. member will find that in a few years we shall have a very flourishing industry in the exportation of frozen lambs from that part. It is estimated that in this valley many farmers can keep $1\frac{1}{2}$ sheep to the acre, and when holdings are properly grassed, cleared, and fenced into small paddocks, there should be no difficulty in running two sheep to the acre over much of the country. Cultivation of artificial grasses and fodder crops must be followed, thus increasing the carrying capacity of the land. And in this connection likewise in the near future this railway should find plenty of profitable traffic. I think the mere fact that they can grow anything like $1\frac{1}{2}$ or 2 sheep to the acre speaks in a better way than I can. Moreover, with regard to dairying, I believe this line will open up a vast district, and that is a very important branch of agriculture in this State which we need to promote. I have not the exact figures, but when we look at the vast quantity of dairy produce imported into this State I think members will agree that in opening up the South-Western District, more particularly the Preston-Blackwood District, we are doing the right thing so as to encourage dairying. With regard to the Preston, though there are only something like 200 or 300 cows in milk at the present time, yet the valley holds great possibilities for the men who embark in the industry on proper lines. All sorts of crops grow prolifically, and it is safe to assume that the milk industry will become of some importance in this district. In regard to that particular 97,000 acres of land to which I have referred, I would like to quote Mr. Inspector Thompson's report of that land. He gives the number of leases which correspond with the patch marked yellow near the terminus. That

land has been recently resumed or forfeited and can be cut up. He says:—

It contains about 40,600 acres of first-class land out of the total area, and I consider that I have under-estimated the area rather than over-estimated it. The quality of this class of land varies; in some places it is a rich red loam, and the rest a dark sandy loam. Portions of it are low-lying, and consequently wet in winter: this is on account of the gullies being flat and no defined water-courses on them, and the water spreads all over these flats which are in some cases over 40 chains wide. There would be no difficulty in regard to draining as there is ample fall to the river. A plough furrow would be sufficient run down the centre of the gully, as the water would there make a channel for itself. The soil on these flats is chiefly a dark sandy loam, with a good clay subsoil, and would be adapted for growing cereals, etc., and would, in my opinion, be most suitable for dairying, and with slight irrigation would grow root crops. That splendid fodder grass *paspalum dilatatum* should grow well here, as I am told that these flats are more or less wet the greater part of the summer. That this grass thrives well in this locality is evidenced by a plot which Mr. G. Meagher, who holds land adjoining, showed me, where he has been experimenting with this grass on more inferior soil, and it appeared to be firmly established and was doing well.

Members will realise at once what this means—a fine belt of 46,000 acres capable of being irrigated and growing root-crops, an area from which a large amount of dairy produce can be obtained. Forty-six thousand acres may not be a very extensive area for the growth of cereals, but when it comes to dairying, an area of 46,000 acres is a considerable piece of land. Then he goes on to say:—

That the land in this particular part will grow cereals to perfection has been and is being proved year after year, for on the Dinninup and Boyup Brooks—

That is the proposed terminus of the line—

I have seen crops grown without any manures quite equal to any grown along the Great Southern Railway or in the Eastern Districts with manure. The land is adapted for mixed farming, and it is also good stock country. For immigrants from England or elsewhere I consider it is an ideal spot, that is with railway communication within easy distance, for without that these districts must remain purely grazing districts, for the following reasons:—(a.) Clearing: The clearing on a large area of the first-class land is very light, being blackboys and a few flooded gums, in some cases only three or four of the latter to an acre; the blackboys only would have to be cleared or chopped down, and the plough

could go between and around the trees for the first year or two. The soil also is land that can be easily worked.

That is an advantageous combination one does not often find, rich land which can be cheaply worked. It often happens that good rich land is very hard to work.

HON. C. E. DEMPSTER: Is there any poison on it?

THE COLONIAL SECRETARY: There is very little poison. In regard to water supply he says—

There is a never-failing supply of good fresh water in the pools which are permanent in the Blackwood River, some of these pools being three or four miles around them, and water could be obtained almost anywhere in the back country by sinking at a reasonable depth. When the country is ringbarked most of these flat gullies should contain water nearly all the year round or at least be very near the surface. . . . The carrying capabilities of this land for stock have been proved to be equal to if not better than other lands in the South-West or Great Southern districts even in its natural state, and tropical grasses should grow on the wet flats along the gullies, while rape, cocksfoot, and other grasses would grow on the "high lands" adjoining.

I do not think any report could be more favourable to country than the report from which I have quoted. He says farther in regard to second-class lands, which contain another 46,000 acres:—

I am of opinion that when this class of land is paddocked and stocked it will make good grazing country. I was much struck with similar "back" country that had been ringbarked and paddocked about five years ago at Cundinup, Mr. Mcagher's station, which adjoins these lands. I knew this country ten years ago in its virgin state, but it had improved beyond recognition.

This goes to show how the land improves with cultivation. He admits himself that after seeing the land ten years ago and again recently when under cultivation, he did not know it as the same. He says in conclusion:—

I have no hesitation in recommending that this area be surveyed into paddocks of different areas ranging from 500 acres to 100 acres, before selection, as I am sure a large portion would be rapidly selected by local people who know the value of the land, and who are anxious to obtain portions of it. It is also, in my opinion, land on which the department could settle immigrants.

I do not think one could well expect a better report than this inspector has given of the particular line. I need not quote farther. I have given all the figures as to the land available for settlement.

This railway the Government have every confidence in recommending; and the land in the Preston Valley is known throughout the length and breadth of Western Australia. The line will not only open up a vast area already settled or taken up, but will also make available for settlement an extensive area of Crown lands. It is interesting to note the selections under the Land Act during the last twelve months, namely: Section 55, 21,475 acres; Section 56, 24,586 acres; Section 74, 3,800 acres; Section 60, 10 acres; Section 57, 632 acres; making a total of 50,493 acres taken up during the last twelve months. There is still within a radius of 15 miles of the railway an area of 383,000 acres open for selection; and the area alienated within a 15-mile radius is 310,000 acres, making a total of 693,000 acres of land to be served. I have already pointed out that the land in this district is held in small areas; that with the exception of less than a dozen holders, no man holds more than 1,000 acres. Members will see at a glance that a considerable amount of money will be put into the district in developing the land recently taken up, and also a farther amount when the whole is taken up. We may fairly estimate that when a man takes up 1,000 acres, before he can get any return at all he has to spend £500, and of course if he is to get anything like a decent return and work his land properly he must spend even a larger sum than that. There is, I think, no necessity for me to say more on this railway, which I have every confidence in recommending the House to pass. The district is well known to many members of the House, and I therefore formally move the second reading of the Bill.

HON. E. M. CLARKE (South-West): I find myself now in a position in which I have wished to stand for many years, that is to advocate in a practical way the building of a railway up the Preston Valley. Mr. McLarty has taken the wind out of my sails somewhat in pointing out that the Bridgetown line should have gone by the Preston Valley. Mr. Hayward and myself went over that line, having no interests to serve other than the good of the settlers there and of economising the expenses in

connection with the working of a railway; and we found that right away from Donnybrook for 25 miles the grades are as easy as can well be made. I advocated this line years ago as mayor of Bunbury and as one taking an interest in public matters; and I then advocated it to my injury, for I alienated the affections of a number of my Blackwood friends for the time being; but I think they afterwards realised that in advocating that route I was right, though they were not prepared to admit they were wrong. We may now expect to get this line in a short time. I have been along the valley many times and know nearly all the settlers; I know the quality of the land, I know something about fruit-growing, and I say that I know of no locality of equal extent that will grow fruit in greater variety than the Preston Valley. Speaking of the land generally, it is all settled, and the whole of it along the river is excellent. In between the gullies are ridges containing first-class jarrah timber, and I may say on behalf of the Preston settlers that they will be only too willing to dispose of that timber at a reasonable price. I anticipate that from the start to build the line the whole of the sleepers required for miles will merely have to be carted from where they are cut at the stump to where they are required on the line. We have a good climate, good timber, good land, a lot of good people—in fact everything is in favour of the line being constructed. Another feature of the case is that directly the first eight or ten miles of that line are opened there will be that which does not occur on other new lines—timber will be brought along it at once, sleepers and other sorts of timber will be cut; and I venture the statement—I will almost stake my reputation on it—that no other new line anywhere is going to pay quicker or better than this line along the Preston Valley. The district has been neglected for a long time, the people have been long-suffering, and I rejoice that now it is certain this House, in view of the facts stated by the Colonial Secretary, will pass the railway which the Preston people richly deserve. I believe those people will rise to the occasion and do what is expected of them by sending produce along the line to make it pay. When the line gets through the Preston Valley

it comes into some of the richest country in the Upper Blackwood. The greater portion of this is held under pastoral lease at the present time, though it is also one of the best fruit-growing districts. Apples and all fruits of that class thrive well; and though I am not going to say that it will grow oranges, I believe it has been demonstrated by Dr. Hackett that the Preston Valley is one place where cherries will and do flourish. I have much pleasure in supporting the second reading of the Bill.

HON. E. McLARTY (South-West): I feel sure there will be no opposition to the passing of this Bill. The information we have had from the Leader of the House is sufficient to satisfy members as to the justification for this line. I have a fairly good knowledge of the proposed route for at all events half the distance from Donnybrook, and I can support Mr. Clarke as to the capabilities of the country. I am satisfied that among the railways in these schedules those in the South-West, combining the features of agricultural and timber railways, will be the first to pay, and to pay handsomely. I have my apprehensions with regard to some of the proposed railways. Where they are to be built for the development of one industry, I have very grave doubt as to whether they are going to pay—in fact my own opinion is that they are not; but I have no hesitation in giving my support to railways which will open up agricultural lands and which at the same time are capable of being turned to the development of the country in the direction of fruit-growing, dairying, and farming in general. In addition, there are timber forests to be opened up, for which there is necessity now that so many of the small mills are closing down, owing to the lack of timber country adjacent to railways. This country will be taken up with a rush as soon as the railway is put down, so that the timber itself will justify the construction of the railway. I am satisfied that the line will bring about great development. Though I have no personal knowledge of the Upper Blackwood country, I am satisfied from what I have heard that there is a large extent of agricultural land suitable for grain growing and other purposes. I would rather the Government had, instead of

bringing down the Bill to give 50 miles of railway to the Preston Valley, made the railway through the Preston Valley for 30 miles and given the other 20 miles for a railway from Pinjarrah towards Marradong. Then justice would have been done to both places.

HON. J. W. HACKETT: A railway for 30 miles would not open up the Upper Blackwood country.

HON. E. McLARTY: I believe the Government did intend to do something to open up the magnificent forests along the Marradong route; but an agitation was got up in Bunbury recently that the opening up of that route would be detrimental to the interests of Bunbury. I have never heard a more parochial or more miserable view expressed. I contend it would do nothing of the sort. The opening up of that country would bring timber to the South-Western Railway, and as the junction would be about midway between Fremantle and Bunbury, no doubt the greater portion of the timber would go to Bunbury for shipment. Of course the Government cannot do everything at once. I suppose they have given these matters due consideration, and possibly they have arrived at the conclusion that it is advisable to tap the Upper Blackwood country at once and get to the good land. It is no doubt better land than between the Preston Valley and Blackwood. Perhaps the Government are doing the right thing, but I feel confident they will do justice to the other parts when the time arrives. I can only say from my knowledge of the country that I am sure it will lead to a great deal of settlement. I have perfect confidence that the railway will be a paying one, that it will pay for its working, and that it will pay indirectly from the amount of settlement that will be induced along the route. I am confident there will be no opposition to the Bill, and I think it is unnecessary to delay the question. Therefore I have the greatest pleasure and confidence in supporting the second reading.

Question put and passed.

Bill read a second time.

IN COMMITTEE, ETC.

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

Read a third time, and passed.

BILL—GREENHILLS-QUAIRADING RAILWAY.

SECOND READING.

THE COLONIAL SECRETARY

HON. J. D. CONNOLLY) in moving the second reading said: It seems to me that if I go on a little longer I am certain to be quite an adept in introducing railway Bills. We are rather, as I may put it, "shandy-gaffing." In the first place, we have had two mining railway Bills, then we had an agricultural railway Bill, and now we have another agricultural railway Bill, so that we keep things fairly balanced. I hope agricultural members will not be offended because I took the two mining Bills first, instead of taking them alternately. I do not think it is necessary for me to go into many details over these light railways, because a considerable amount of information is afforded to members in the sheets placed before them. This is not a new railway, in a sense. It is not a new spur line, but is simply an extension of the existing York-Greenhills Railway for 30 miles. The commencement of the line is 102 miles from Fremantle. It will be constructed on the cheap principle adopted right through these light lines; that is to say, it will be built with 45lb. rails and half-round sleepers. The cost is set down: formation, £16,000; rails and fastenings, £18,500; total, £34,500. The average cost per mile will be £1,150. Members can accept these figures as being accurate and can rest assured that the cost will not exceed the figures quoted; in fact, I am prepared to say that we err on the side of liberality, because we have the examples of the three lines just completed. They have been completed under these figures, and there are no more engineering difficulties in connection with this railway than in connection with the lines constructed. Members will also see in the figures stated the amount of land that will come under the influence of the railway and that is likely to come under crop. I may draw attention to the average yield of the district, which is stated at 19 bushels. It is a very respectable yield indeed, and if a district can maintain an average yield of 19 bushels, members will agree it is well deserving of a railway. There are no large estates which this line will serve. Members will see that the total area held

in large estates is 48,000 acres, held by five holders. They cannot be said to be very large estates, with an average of between 9,000 and 10,000 acres. The other land is in small holdings, in most cases not exceeding a thousand acres. Members for the Eastern Province are no doubt aware, and I dare say others have heard, that there has been in this particular case rather a battle as to which direction the line should take. I do not know whether members for the East Province have any particular views on the point, but I think members will agree with me that the right route has been adopted. The principal reason for adopting this route is that it will open up a greater acreage of good country than the other suggested route. However, one special reason for the choosing of this route is that it is to extend the York-Greenhills Railway. To the present that railway has not been a good paying proposition, because it is so short and working expenses are rather heavy. It is anticipated that with the extra length of 30 miles, the working expenses will not be much more; and though the line has not paid in the past, it is anticipated that with the extension it will pay in the future. Certainly it is a better proposition to add another 30 miles to a railway when the extension will be served with the rolling-stock and railway officials now employed on the old railway, than to build a separate branch from the main line that would need separate rolling-stock and separate officials. Of the two routes I have mentioned, one is known as the Burnett route and the other as the Brockman route. The former terminates some five miles north of the terminus now suggested. The Burnett route would bring the terminus to a point nearer the Eastern Goldfields line. I have three reports from which I may read later, by Mr. St. Bare Moore, the land inspector of the Avon district, by Mr. Brockman, and by the inspecting surveyor, Mr. Muir. Some 210,000 acres within the influence of the railway have already been alienated, and there are five holdings on which substantial progress has been made, while numerous others are being rapidly developed. On the other line some 200 holdings, carrying a total population of 750 people, have been taken up. By far the larger pro-

portion of these lines within the influence of the railway is held by small farmers. An area of 12,000 is already under cultivation, and the estimated yield of produce this year is 4,000 tons. That quantity is now being produced along the route of the line. Next year, it is confidently anticipated at least 20,000 acres additional will be under cultivation, and the total of the produce will rise to 12,000 tons. I shall now refer briefly to the reports I have mentioned.

HON. G. RANDELL: Do you know how far the farthest point of this line is from the junction with the Eastern Railway?

THE COLONIAL SECRETARY: I think 45 miles. Mr. Muir reports:—

I have carefully studied the routes recommended respectively by Messrs Brockman and Burnett, and consider that, on the whole, Mr. Brockman's is the better, as having for its objective the exceedingly and consistently good area of large extent which the Beverley-Caroling road traverses to the southward of Dangin, and the present conditions of settlement which are illustrated by the chart attached.

Those are also shown on the maps hung on the walls of this Chamber.

Of course in expressing this opinion I have probable future developments in view also. The line should, however, I beg to submit, run as nearly as possible due east as far as the N.E. corner of cancelled P.P.R. 8/175, thus following Mr. Burnett's route thus far, and then turn south on to Mr. Brockman's line at about four miles east of Warraling. But I am advised by the engineers that this is an impracticable course on account of grades. This being so, and the fact is very much to be regretted and a serious one for the district, the main point to have in mind is the opening up of the belt I have alluded to in paragraph 2, which is what Mr. Brockman's line would do. As a slight alteration of Mr. Brockman's line I beg to recommend that it should touch the new Yeakaline township. My reasons for making this suggestion are that—(a.) this station would be on a main road; (b.) the line would then more centrally serve the rich belt above-mentioned; (c.) the line would also serve the very important settlement on the Morbining gully; (d.) as regards road access to the new line, this question would be greatly simplified; (e.) surrounded by good land and situated on a railway, Yeakaline would become a thriving township.

I have a great deal more information here; but I think hon. members will be satisfied that the right route has been chosen, and I regard it as unnecessary to enter into details. I believe that hon.

members generally, and especially the members for the district concerned, will agree that the proper course is proposed in extending an existing line rather than constructing a new branch line. I have pleasure in moving the second reading of the Bill.

Question put and passed.

Bill read a second time.

IN COMMITTEE, ETC.

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

Read a third time, and *passed*.

BILLS (3)—FIRST READING.

Received from the Legislative Assembly: Health Act Amendment, Roads and Streets Closure, Mines Regulation.

LAND TAX BILL (TO IMPOSE A TAX).

DISCHARGE OF ORDER.

On motion by the COLONIAL SECRETARY, the Land Tax Bill (2R. unfinished) was discharged from the orders of the day.

BILL—EMPLOYMENT BROKERS ACT AMENDMENT.

SECOND READING.

Resumed from the 4th December, HON. J. T. GLOWREY in charge of the Bill.

HON. G. RANDELL (Metropolitan): I have given some attention to this Bill, which was introduced by a private member; and I cannot forbear expressing the opinion that it is the kind of Bill which ought not to be introduced here. I hope to show that hon. members will be justified in rejecting the measure. It is legislation of a class of which in my opinion we have had during the last few years a great deal too much—legislation restricting and limiting the following of the businesses of various people. That so far as I see is the particular object aimed at. The hon. member (Mr. Glowrey) in introducing the Bill made use of certain expressions regarding persons engaged in this business. He spoke of their receiving

fabulous sums for their services from the persons who applied to them in order to secure servants on the one hand or employment on the other. I do not know of course what the hon. member means by a fabulous sum. The term is one we generally associate with thousands of pounds; but such figures I take it will not apply in this case. But my objection is that this Bill will hamper and interfere with the pursuit of a lawful business already subject to severe restrictions by the Act of 1897, to the principal features of which I will draw attention. First, every employment broker has to be licensed. A register has to be kept by the clerk to the magistrates, and also by the employment broker, and the latter register has to be open at all reasonable times for inspection by the officers appointed for the purpose. Any transgression of that clause renders the broker liable to a fine of £10. Like an hotel-keeper the broker has to apply to the magistrates for a license, and the application must be in accordance with a form provided in the Act. The broker has to pay an application fee and a license fee, and the license must be renewed annually at a cost of £5. Members have perhaps received a circular from several ladies engaged in this business, who say that the license fee in the Eastern States is only 10s. a year. I do not know that personally; but the fee in this State is certainly a heavy burden on a small business. The broker has to give 14 days' notice to the clerk to the magistrates, and the notice has to be affixed on the outer side of the door of the broker's premises, and the clerk must affix it on the door of his office. Seven days' notice of the application has to be given in the newspapers, the object being to notify any person who may wish to object to the granting of the license. If no objection is upheld, the license is obtainable. Objections to the granting or the renewing of a license may be made in open court. The applicant or his agent must attend at the application; and the magistrates may refuse the license for any good cause. The broker has to keep books: a register in which entries must be made of all fees charged, and the names and addresses of the employers and employees whom the broker may bring together; and he must keep a record of the engagements made

between his customers in the course of the year, and must give a copy of the same whenever demanded. These are the salient features of the existing Act, and if they are not restrictive enough I do not know what is. Yet we must have a Bill introduced here to impose farther restrictions on those unfortunate persons engaged in what is, so far as I know, a right and proper business, certainly a business recognised by law.

HON. M. L. MOSS: Most of those engaged in it are poor women.

HON. G. RANDELL: I can speak from knowledge of one who is highly respectable, and other members know brokers who have signed the letter which we have received. These brokers are esteemed highly by employers who seek their services, and in my opinion their duties are properly performed. I think it entirely wrong to impose farther restrictions and limitations on persons who are carrying on businesses which in many instances have been purchased. I know of one purchased recently, for what price I cannot say. The Bill seems to introduce a most objectionable creature—an informer, who is to receive portion of the fines or other financial penalties imposed on a broker upon the informer's information, and perhaps owing to a trap laid by the informer. By Clause 5 the court may award all fines and penalties to the informer. Perhaps the member who introduced this Bill here did it as a friendly action to the member who introduced it in another place; but I think we have a right to expect from the introducer here (Hon. J. T. Glowrey) some information as to the necessity for the Bill. If I rightly remember his explanation, he did not give us any. A very severe penalty is sought to be imposed for charging fees other than those in the scale which has to be exhibited. For the first offence the penalty is £10, and for every subsequent offence £20, to be recovered as provided by Section 21 of the principal Act. But a magistrate may take away the license of any broker who offends against the provisions of the Act now in existence; hence there is not much probability of a second offence being committed. As a farther provision, a broker guilty of a second offence shall, on conviction, incur a fine not exceeding £50, or may be imprisoned with or with-

out hard labour for three years. I do not intend to say more than that I think the Bill is entirely uncalled for; and I hope members will realise that persons following this occupation are already placed under restrictions severe and stringent enough. However, Parliament in its wisdom enacted the existing Act of 1897, which is the law of the land; but I hope members will see it is in the last degree undesirable to impose farther restrictions on employment brokers. I do not purpose moving a six-months amendment, but shall content myself with voting against the second reading.

HON. J. W. LANGSFORD (Metropolitan-Suburban): The information Mr. Randell has given us has cleared our views on this Bill, which is evidently a measure to abolish private labour agencies; because Clause 7, as I read it, empowers the Government to prescribe the fees to be charged. Not only is a list of the fees to be posted up, but the scale is to be prescribed by the Government, who will prepare a scale which will wholly abolish these private agencies, and give the Government Labour Bureau a monopoly of the business. This seems to be the object of the Bill.

HON. G. RANDELL: It is not a Government Bill.

HON. J. W. LANGSFORD: No; but that will I think be its effect. Surely this is the first attempt made by a Bill to authorise the Government to fix the fees charged in private businesses. In no other department of private work have the Government attempted to say what fees shall or shall not be charged. For work done by the Government, fees are stipulated, but I do not know of any provision made for interfering with this or any other private business. We shall next have a Bill to fix the fees of lawyers and doctors, and of all other professional men. That might be a useful measure on which we could profitably employ our time; but as this is the first step in that direction, and as the session is drawing to a close, in view of the paucity of information we have had I think it will be wise to let the Bill rest for this year.

HON. J. T. GLOWREY (in reply as mover): I think Mr. Randell has formed a wrong impression as to the object of

the Bill, which I can assure him is not intended to inflict any injustice on employment brokers.

HON. G. RANDELL: That is not their opinion.

HON. J. T. GLOWREY: I have read their objections, and every one of them can readily be answered. As to the license fees, they say only 10s. is charged in another State, whereas the fee here is £5. That is quite true; but in that State regulations are made by the Government fixing the scale of charges. I maintain that is necessary, for often the wage the employee is to receive is left by the employer entirely at the discretion of the employment broker; and in almost every case the fee is determined by the wage paid. If the servant is engaged at £3, £4, or £5 a week, as frequently happens, the broker receives one-half the first week's wage; therefore it is to the broker's advantage to make the wage as high as possible. For this reason it is necessary to have some regulation fixing a scale of fees. That regulation has worked well elsewhere, and I do not see why it should not work well here.

HON. M. L. MOSS: It will be a good thing for the servant to get high wages. I do not suppose he will object to paying the fee.

HON. J. T. GLOWREY: But as a result of the present system a servant is often sent to a position carrying a high wage, to perform duties he is quite unable to carry out; and the employment broker receives a high fee for sending out an incompetent servant.

HON. C. E. DEMPSTER: The employer can withhold his consent.

HON. J. T. GLOWREY: Certainly not. The salary or the wage is often left to the broker. The information I gave when introducing the Bill I know was somewhat meagre, because I had only just had the measure handed to me, and I did not fully explain the clauses. I know the object of the Bill is to afford protection to the employer and the employee, but I cannot see for the life of me where it will inflict any hardship on the employment broker. It places on him certain restrictions. He shall exhibit a scale of charges; but there can be no objection to that, so that when the employee goes into the office he will know

what fees he or she may have to pay. To Clause 5 of the Bill I am quite willing to have some amendment made, to meet the views of members.

HON. C. SOMMERS (Metropolitan): I am sorry to have to speak after the member in charge of the Bill has replied. I do not think there is any necessity for the measure at all. The employment brokers under the existing Act have fairly stringent conditions to comply with. I do not think there is any urgent demand for the Bill. The brokers have a scale of charges which seem to be reasonable. Attention has been drawn to the fact that the license paid by licensed brokers in this State is £5, whereas in another other State it is 10s.

HON. J. T. GLOWREY: They get much higher fees here.

HON. C. SOMMERS: After the first week's work and in a permanent situation where keep is provided the amounts are not large, considering the brokers have to pay for advertising, telegrams, postages, and other charges. Then the employment brokers in the State are brought into competition with the Government. The Government Labour Bureau, which was brought into existence to find work for men out of employment, such as farm hands and navvies, and people arriving in the State practically penniless, now finds work for other people. The bureau has gone farther, and now advertises with Government money situations vacant, and I understand it goes so far as to advertise for governesses, and even to advertise for musical barmaids. I do not think the Bill is required at the present time, and I shall vote against the second reading.

Question put, and negatived on the voices.

Bill thus defeated.

BILL—JANDAKOT-ARMADALE RAILWAY.

SECOND READING.

THE COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This Bill is to authorise the construction of a short line from Jandakot to Armadale, and the length of the line as members will see on referring to the statement before them is

10½ miles. The distance from the commencement of the line to the terminal point at Fremantle is nine miles, so that the full length of the line is 19½ miles. This is a change from the lines which we have been considering recently. It is not a light development line but an ordinary standard railway, to be constructed with 58lb. rails and ordinary sleepers 7 x 9 x 4½. The construction will be more expensive. This 10½ miles will cost £18,000, or £1,756 a mile.

HON. G. RANDELL: It will carry a little traffic.

THE COLONIAL SECRETARY: Yes; and what traffic it will carry will be heavy; timber and farm produce. The proposal to connect Fremantle with the South-Western Railway came before the country many years ago, and on December 8th 1903 the Minister for Works in the James Government introduced a Bill for the construction of a line from Owen's Anchorage, the ultimate object being to extend it to junction with the South-Western line at Armadale or Mundijong, the termination at the time being Jandakot. A good deal of controversy took place from time to time as to where the junction should be, whether Armadale or Mundijong. The matter was referred by the present Government to three gentlemen, the Engineer-in-Chief, the Commissioner of Railways, and the Surveyor General, and instructions were given to them to report. They were told that the Government had decided to extend the line to connect with the South-Western Railway, and they were asked to make a recommendation as to where the junction should take place, and they recommended the junction at Armadale at the point named in the Bill. I will read the reports later on.

HON. E. McLARTY: A great mistake, too.

THE COLONIAL SECRETARY: The Government did not feel themselves competent to judge, and I think the member will agree they took the right course in referring the matter to three experts; the Engineer to report from an engineering point of view, the Commissioner for Railways from a traffic point of view, and the Surveyor General from a land point of view. The opinion of these three gentlemen, which I do not think we shall go very far wrong in following, is that the line

should junction at Armadale. I am not prepared to say altogether the present line was a good proposition to Jandakot, but that is beside the question now. The line has been constructed to Jandakot and certainly it is a senseless proposition to leave it there; and it is believed and confidently expected that by extending the line to junction with the South-Western Railway it will become a payable proposition. It will also take a great amount of traffic off the South-Western line, export traffic such as timber, and later on a good deal of fruit and farm produce, and take it direct to Fremantle and save—I am not quite sure of the distance—I think 11½ odd miles of railage, not to speak of relieving the Perth station-yard of much traffic which is continually becoming congested, the yard from time to time having had to be extended. As Perth grows undoubtedly the traffic will grow, and unless relief is afforded in that direction owing to the increased traffic taking place from year to year on the South-Western line farther extensions will have to be made to the Perth yard; so that this line not only saves 11½ odd miles of railage—

HON. W. T. LORON: It will save about 14 miles of haulage.

THE COLONIAL SECRETARY: Mr. Moss or Captain Laurie would be able to give us the exact distance. If the line had junctioned at Mundijong 30 miles would have been saved, but now the line will save 20 miles railage. It is confidently expected that this line will be a payable proposition because all the timber traffic from the South-West for export will come by this route, and save the railage of heavy stuff like timber which is a very serious consideration. Practically the whole of the Jandakot Area has been taken up within a three-mile limit. On each side of the line 680 acres are under cultivation and it is estimated that a farther 6,000 acres will be under cultivation as soon as the railway is constructed. The chief industries are market gardening, pig, poultry, and bee farming. Members seem to have a difference of opinion as to the question of route, and I take it this is the only question members will care to speak about. I think there is no question that this line ought to be built, seeing that the line has been constructed to Jandakot

which is certainly an unpayable proposition and likely to remain so unless joined on to the main line. This is sufficient reason for building the 10½ miles. With regard to the route, the Engineer-in-Chief says as follows:—

I would point out that by the adoption of the Jandakot-Armadale route:—(a) There would be a four-miles saving in construction work. (b) There would consequently be a saving of £11,300 in capital cost, representing a saving in interest and sinking fund at five per cent. of £565 per annum. (c) There would be a saving in maintenance of four miles of line estimated at £260 per annum. (d) A greater number of small holdings on the Jandakot Area would be served. (e) There would be an estimated gross revenue of £2,000 per annum in excess of that on the Mundijong route owing to six miles extra traffic haul to Fremantle by this route—29½ miles as against 23½ miles approximately.

That is the distance saved. He goes on to say:—

Should an extension of the proposed line from the South-Western Railway towards the Great Southern or Collie-Narrogin Railways be at any time undertaken, then from careful investigation made by the Inspector of Engineering Surveys, whose report is attached (Appendix "E") and plan P.W.D., W.A., 12046, it will be noticed that the most favourable route is that which, starting from Armadale, follows the valley of the Wongong and joins the Collie-Narrogin Railway at Williams, making a total distance from Fremantle of 104 miles.

Members will take notice of that, and no doubt in the future there will be a line extended from the South-West to open up the very fine country north of Pinjarrah to the Williams and junctioning with the Collie-Narrogin line.

HON. E. McLARTY: It is only a lunatic who would talk like that.

THE COLONIAL SECRETARY: It is the opinion of the Engineer-in-Chief. The hon. member can talk in that breezy fashion if he likes. The line will open up jarrah forest, enabling people to get timber within 23½ miles less railage to the port of shipment. The report goes on to say:—

By the adoption of the Jandakot-Mundijong line there would be—(a) A saving of six miles in freight distance to Fremantle as against the Armadale proposal (23½ miles as against 29½ miles). (b) An estimated saving to the public of £2,000 per annum in freight owing to "a." (c) A serving of a greater acreage of land (41,476 as against 27,246), though about 50 per cent. of this acreage is held in two large blocks.

If that were not a most important consideration it would open up two large blocks, whilst the holders of land on the Jandakot-Armadale route are small holders:—

From the foregoing facts, therefore, it appears that the advantages are in favour of the construction of the Jandakot-Armadale extension, more particularly if the question of departmental gain or loss is to decide the route, as the saving in length to be constructed, capital cost, and maintenance, with greater distance of haul for traffic purposes, makes this the more payable proposition.

Hon. members will observe that the Engineer-in-Chief is emphatic on the point that the route should be from Jandakot to Armadale.

On the other hand if the saving in freight and traffic distance to the general public is to govern the situation, then of course the Jandakot-Mundijong route should be adopted; but personally I cannot recommend this course.

I do not think I need say anything farther. If additional information is desired as to either the route or the necessity for the line, I shall be glad to afford it in reply or during the Committee stage.

HON. E. McLARTY (South-West): It is not my intention to oppose the second reading of the Bill, because I recognise that the work already done and money already expended will be absolutely wasted unless there is an extension to somewhere. At the same time, I do not agree with the experts who have reported on the relative capabilities of the two routes. It is, of course, correct that the Armadale line is shorter, and in that respect its adoption represents a saving on the cost of the other route; but if the line is justifiable at all, it is justifiable in order that the traffic on the South-Western Railway may be relieved; that timber, coal, and other products of the South-Western district may be conveyed by the shortest route, the most direct route, to the shipping port of Fremantle. That being the only object to be gained, as that object can be gained only by the construction of an additional four miles or so of railway, the Government would, in my opinion, have been fully justified in junctioning at Mundijong rather than at Armadale.

THE COLONIAL SECRETARY: Six miles additional would be required.

HON. E. McLARTY: That extra construction will mean a saving in haulage for all time of about six miles between the South-Western producing districts and Fremantle—six miles to be saved by junctioning at Mundijong instead of at Armadale. That is a most important consideration. The primary object to be kept in view is that we should save six miles of haulage. The suggestion that the Armadale line would eventually be extended to the Williams River will appear as an absurdity to any member possessed of knowledge of the country, or knowledge of the geography of Western Australia generally. In the first place, the timber country eastward from Armadale has all been cut out: I refer to the Canning Mills areas and the large concession of Jarradale. Those forests are exhausted; there is nothing more to cut at, and the country itself is only ironstone. Not one single argument can be adduced in favour of extension from Armadale towards the Williams River. Doubtless the country referred to will eventually be traversed by a railway—I hope before many years have elapsed—but no one who knows the country as I and other members know it would dream for one moment of supporting a line from Armadale towards the Williams. I am glad, however, that the Government have decided to complete this railway, which is now a white elephant staring us in the face. Those 9½ miles from Fremantle terminating at Forrest Hall—

MEMBER: It will be a whiter elephant when this is finished.

HON. E. McLARTY: I do not think so. The Fremantle-Jandakot Railway is in my opinion another example of the mistaken policy of constructing railways by day labour. I understand the line, running through sandy country, cost £4,600 per mile. Undoubtedly, if constructed by contract, the line would have cost nothing like that money. At present I should be afraid to ask the Leader of the House the earnings of the Fremantle-Jandakot Railway: they are simply nil. Therefore justification exists for extension to some part of the South-Western Railway. I have no opposition to offer, but I must express my emphatic opinion that a mistake has been made in not extending the railway to Mundijong, thus reducing the railage from the South-

Western Districts to their port, Fremantle, by six miles for all time. I have pleasure in supporting the second reading, but I feel bound to enter my protest against the point of junction selected.

HON. J. T. GLOWREY (South): I rise with some reluctance, because I believe in the policy of building railways wherever reasonable grounds are to be found for their construction in agricultural districts. Railways will be the means of opening up our agricultural areas. I am also an adherent of the same principle as regards railways in approved auriferous belts. In this particular case, however, I hope a few facts at my disposal will convince the House of the unwisdom of the construction of the line now proposed, at all events at the present time. Farther, I say without fear of contradiction that if the Jandakot Railway is to be extended, Armadale is the wrong place for junctioning. The Leader of the House in introducing the measure clearly stated—and the statement is confirmed by Mr. McLarty—that the present line is a white elephant. It has not in any way been shown, however, that the farther extension will not prove a farther white elephant; because the country which the existing line traverses consists of nothing but sandhills, lakes, and clay-pans, while the proposed extension traverses country of exactly similar character. I do not think that statement will be or can be contradicted. There are no reports before the House to show that there has been any production from the land, as far as it is opened by the existing line; and from information I can gather I am led to believe that the revenue derived from the existing line amounts to between £5 and £10 per week. I say unhesitatingly it is a monstrous thing to expend £26,000 or £27,000 for the sake of a revenue of £5 or £10 per week. I do not know the exact figures, but I challenge contradiction of the substantial accuracy of the figures I have given. If it had been proved that the construction of this line was necessary in order to relieve traffic on the Perth-Bunbury line, I should be indeed pleased to support the Bill. Farther, I desire to draw hon. members' attention to the fact that a duplication of the section from Perth to Armadale

has but recently been completed at a cost of some £70,000. In face of this, once more it is a monstrous thing for the House to pass farther large authorisations for another work of the kind. No reason whatsoever has been given by the strongest supporters of the measure. On the other hand, I hope that before I sit down I shall have been able to advance convincing reasons why the work should be left in abeyance. Hon. members must bear in mind that this is not a light line. The $9\frac{1}{2}$ miles already constructed have cost £27,000.

THE COLONIAL SECRETARY: The cost of the extension is £18,000.

HON. J. T. GLOWREY: The section of 6 miles 46 chains taken over by the department last April cost, according to the official figures, £4,620 per mile. The proposition now is to build an extension on the same basis.

THE COLONIAL SECRETARY: No; the cost was £1,756 per mile.

HON. M. L. MOSS: That is a reflection on the department.

HON. J. T. GLOWREY: In the case of a *bona fide* railway proposal, where it can be shown that good results would accrue, the hon. member interjecting is most strenuous in his opposition; but where there is a white elephant, as admitted by Mr. McLarty, and it is proposed to make another white elephant—

HON. W. KINGSMILL: A perfect collection of wild animals.

HON. J. T. GLOWREY: I do not know when the line from Fremantle to Jandakot was first proposed, but I believe one of the arguments used in its favour was that it would bring gravel from Armadale to Fremantle at cheap cost. However, as previously intended, I have no objection whatever to the line if it is necessary in order to relieve traffic on the main line to Bunbury. In that case, however, I maintain that the proposed terminus is wrong, and that Mundijong or Serpentine, or various other points on the South-Western Railway would have afforded a more advantageous junction. [Several interjections.] If members will refer to a small book sold by the West Australian Government Railways, they will find that it is proposed to carry this extension to the

highest point on the railway line between Perth and Bunbury.

HON. M. L. MOSS: That is not 150 feet above sea-level.

HON. J. T. GLOWREY: No; but close on it. Hon. members know what a steep grade means, and there is no occasion for it in this case. An easier grade offers, and why not accept it. Evidently there cannot be many market gardeners in the vicinity of the present line, which has been open for some time. I am willing to afford all reasonable inducement towards land settlement, but I am not willing to build such a railway as the Fremantle-Jandakot line to earn a revenue of £5 or £10 per week.

HON. G. RANDELL: Those people were induced to settle there by the Government.

HON. J. T. GLOWREY: Dealing with the line from an engineering point of view, I shall now read an extract from the Report of the Government Railways, which the Colonial Secretary omitted to read:—

The present section is understood to be part of a proposed connection from a point on the South-Western line to Fremantle. The question of route was referred by the Government to a committee consisting of the Engineer-in-Chief, the Surveyor-General, and myself, for report. The committee reported on the 10th August 1906 that the line having apparently been decided upon, the best route would be the one involving the least capital cost and interest, and therefore on that account the Armadale route should be adopted.

That is a terribly strong report.

At 6.30, the PRESIDENT left the Chair.

At 7.30, Chair resumed.

HON. J. T. GLOWREY: No arguments whatever which would justify this expenditure have been advanced in support of the Bill; and if it is argued that any extension of the present line should be to Armadale, I think I can convince members that it will be unwise indeed for this House to pass the Bill at the present time. I notice from the information supplied in connection with the proposal for the construction of this line that the Government estimate the amount of traffic at 46,600 tons. I would like to ask where that traffic is to come from, if it is not to come from the main line which has just been duplicated at a cost

of about £70,000. I ask members to consider in all seriousness whether it is wise, after spending £70,000 in this duplication, to embark on a farther expenditure of £17,000 or £20,000 in the construction of a line, the only reason that can be advanced in support of which is that it will rob another existing railway of portion of its traffic.

THE COLONIAL SECRETARY: That duplication was undertaken for passenger traffic; this is for goods traffic.

HON. J. T. GLOWREY: But the present line is capable of carrying both, I am certain. I presume the argument that will be set up will be that the line may be required—I say it is not required—for the timber traffic on the main line. If that is contended, then I say the junction at Armadale is not the best one. As I said before, Mundijong or Serpentine should be the junction selected. I do not suppose it will be denied that the traffic will come from the south; and I would point out to members that it will be necessary to haul all that heavy traffic up to Armadale. Members who have even a slight knowledge of railway engineering and the expenditure connected with the running of railways will admit that the grade is always an important factor in the running of heavy trains. I wish to bring under the notice of members some facts which I think will convince them beyond any doubt that Armadale is not a suitable site for the junction. Wongong is two miles south of Armadale, and there is a rise between the two points of 33ft., which means that in the short distance of two miles trains have to be lifted up 33ft. As I have pointed out, Armadale is 179ft. above sea-level, Mundijong is only 128ft.; a difference of 51ft. in favour of Mundijong. This is important, and is alone sufficient to justify us in considering whether Mundijong should not be the junction of the proposed line. Armadale is by 33ft. the highest point, and all this haulage will have to be brought up to the summit of the line at considerable expense for the sake of shortening the distance to Fremantle, after having gone to the expense of duplicating the present main line. If there must be a duplication of roads, why not have a proper one; why not, even at the expense of a small additional expenditure, avoid these heavy

grades? If that line is to be built at all it should be built with regard to common sense, and should junction either at Mundijong or Serpentine. Serpentine, so far as the reports issued by the Government show, is certainly the most favourable place for the junction, as it is only 75ft. above sea-level. I contend that the facts I have stated should be ample proof; and I really would like to know more about the engineers' reports, because they are couched in such terms as, to my mind, to cast considerable doubt as to the necessity for the line—as if to say "If we have to do it, well do it this way." Referring once more to the Jandakot line, according to the Government time-table there are two trains a week, and the receipts are not more than £10 a week. The line passes through poor country, described by those who know it well as nothing but sandhills, swamps, and claypans. There is no evidence as to production. If the Minister would adduce any such evidence, we could deal with it. I say this railway is unnecessary and is universally condemned. I have not heard one man outside this House, and I have heard very few inside the House, say it is necessary. Coming back to the question of the duplication, on one occasion Mr. Moss—and I venture to expect that I shall have his support to-day—when the Railway Estimates were under discussion in 1902 and it was suggested that a railway to Esperance would relieve the congestion on the Eastern Railway, stated that it would be better and wiser for the Government to duplicate the whole of the line to the Eastern Gold-fields, rather than build a line to Esperance. I hope the hon. member will be consistent, and if he finds that this line is merely for the purpose of relieving the traffic on the main line, I may fairly claim his support. I should like again to refer to the particulars supplied in the return. The Government claim that there will be a traffic of 46,600 tons per annum. I would like a statement from the Colonial Secretary as to where this traffic is expected to come from. There is no evidence whatever that the Perth Station is congested, and no reasons can be advanced why the present line is not able to cope with the traffic, now that the main line has been duplicated. When I

rose to speak in opposition to this railway I did so with some reluctance, because I am a thorough believer in the Government constructing railways throughout the agricultural districts and on the goldfields; but I felt that I would not be doing my duty to this House and to the State if I did not draw attention to this proposed extravagance. It is admitted that the railway is a "white elephant," and I contend that there has not been a single sound argument advanced why we should expend this £17,000. I think the wiser course for the Government to adopt would be to take up the rails and sleepers to use elsewhere. I have pleasure, in the circumstances, in moving an amendment—

That the Bill be read a second time this day six months.

THE PRESIDENT: The hon. member could signify his intention by voting against the motion.

HON. J. T. GLOWREY: I prefer moving the amendment.

HON. T. F. O. BRIMAGE (South): This House is justified in pausing before passing this railway, for in introducing a Bill of this kind the Government are certainly cutting their own throat by taking away traffic from a line already in existence. I wish to assure members that I am not opposing this because I do not believe in a railway from Fremantle, though I do think that Fremantle is well served at the present time in having a railway running through Perth. From the particulars supplied by the Government we find that the amount of tonnage which it is estimated will pass over this line is placed at 46,600 tons. Were it a fact that the timber which is to constitute this freight could not get to a port, I should vote for the railway; but when we find that we already have a railway to the coast, I think we should pause before passing this Bill, especially on the evidence of Mr. McLarty, who states that the present line is a "white elephant." We certainly want railways throughout the country, but this line is not justified. At the present time we have no watering-place near Perth, and if the Government desired to build a railway anywhere in the vicinity of Perth or Fremantle, the desirability of a line to the North Beach would have been considered. There is

no railway at present to the coast where the people can take their children.

THE COLONIAL SECRETARY: What about Cottesloe Beach and North Fremantle?

HON. T. F. O. BRIMAGE: Those places are half-a-mile from the beach. I do not think we would be wise in spending this money on the extension of the line from Jandakot to Armadale, considering the amount likely to be received from such a line. I notice that in the case of the other proposed railways, maps showing the routes have been placed on the walls of the Chamber, but I have not seen any map showing the proposed route in this case.

THE COLONIAL SECRETARY: It has been on the table of the House for a fortnight, and in the Chamber much longer than any of the other maps.

HON. T. F. O. BRIMAGE: I wished to see where Jandakot was shown on the map. At any rate I intend to vote against the Bill. There is another reason why we should reject the measure. The principal market of the colony is undoubtedly in the capital city, and when any timber is coming from the South no doubt it should come to the capital. We have a figure quoted, 46,000 tons, as likely to be the goods carried, but we are not told how much of it is for export. Is all of it going out of the State?

HON. R. LAURIE: Yes.

HON. T. F. O. BRIMAGE: We have it on the evidence of Mr. McLarty, who should know the district, that the greater part of that timber had been cut out.

HON. E. McLARTY: I was not referring to the Jandakot-Armadale section. I was referring to the extension beyond the South-Western Railway towards Williams.

HON. T. F. O. BRIMAGE: No doubt the suburbs to the south of Perth are being thickly populated, and instead of building this line through what Mr. Glowrey described as sandhills and hog farms, it would be better to duplicate the railway from Perth to Armadale.

HON. F. CONNOR: That has already been done.

HON. T. F. O. BRIMAGE: Then I certainly do not see the necessity for building this short railway.

HON. M. L. MOSS: You should talk about something you know.

HON. T. F. O. BRIMAGE: All the more reason why we should reject this Bill.

HON. F. CONNOR: Hear, hear; you are logical.

HON. T. F. O. BRIMAGE: I do not intend to indulge in the tactics some of my friends, the Fremantle members, practised when the Norseman Railway Bill was before the House.

HON. M. L. MOSS: You need not worry; you could not do it.

HON. T. F. O. BRIMAGE: If I vote for this Bill on its second reading I would not attempt to take advantage of the third reading to have it thrown out. I would take it for granted that the Bill had passed the House, and that we should in all fairness allow it to pass its third reading.

THE PRESIDENT: The question is that the word "now" stand part of the motion.

HON. T. F. O. BRIMAGE: Yes; I intend to support the amendment. Mr. Moss advocated the duplication of goldfields lines in preference to building a railway from Coolgardie to Esperance, and I think that argument is a good one in the present case. We have no evidence before us that the central railway station is not capable of carrying the present traffic, therefore I think the least we can do is to carry as much traffic over the present line as we can to make it a thoroughly good paying concern instead of building another line. I think that since the railway to Jandakot has been built it has certainly spoilt whatever pretence Fremantle had as a watering-place.

HON. R. LAURIE: We do not want it to be a watering-place.

HON. T. F. O. BRIMAGE: There was a time when Fremantle was a place where people from the city and heated suburbs could go to enjoy the evening breeze.

HON. F. CONNOR: That was before the Coolgardie Water Scheme washed the goldfields.

HON. T. F. O. BRIMAGE: I certainly think that the building of the railway to Jandakot spoiled the sea-front at Fremantle.

HON. M. L. MOSS: Oh, talk sense!

HON. T. F. O. BRIMAGE: I am hopeful that if this Bill is rejected, as I am sure it will be, the Government will see fit to pull up the rails to Jandakot and use them for some better purpose. At any rate I intend to vote for the amendment.

HON. R. LAURIE (West): In rising one feels that one has to regard what has been said as almost a matter of jest, and not a matter of real intention in regard to the proposal before the House. I think it is only right that we should try to deal with this matter, not from a jocular point of view, but from a fair business point of view. Exception has been taken to this line from the fact that there has been a certain amount of opposition to other railway measures before the House; but the argument in favour of building this line has been given by the two gentlemen who have been most strongly against it. For economic reasons, for the purpose of assisting settlers throughout Western Australia, and even those living in the great auriferous belt, the Government have decided to build certain lines of railway, and with the idea of assisting in the farther development of the State have decided to connect the Jandakot line with the South-Western Railway. I freely admit that in its present position the Jandakot line is an absolute white elephant, and that it should never have been built; it should have been taken right through to the South-Western Railway. To say that the bulk of the members for Fremantle were in favour of building the line to Jandakot is stating what is wrong. The idea throughout was to get the connection right through to the South-Western Railway, certainly with a view of bringing to Fremantle the traffic that should come to Fremantle, but also with the idea of the farther development of the South-Western part of the State. Let me show one of the arguments brought against this line by one of its principal opponents. The hon. member doubts the figures given by the Leader of the House that there is a traffic of 46,000 tons from the South-Western district to Fremantle.

HON. J. T. GLOWREY: I did not doubt the figures, but it was my opinion this

line would rob the main line of that freight.

HON. R. LAURIE: I accept the hon. gentleman's explanation, but I certainly was under the impression that he doubted the accuracy of those figures. Let me put the economic view of the matter before the House. Last night we had a Bill before us for the expenditure of £147,000 for a traffic estimated at 10,000 tons—those were the total figures put before the House by the Leader of the House—8,000 tons of timber and 2,000 tons of general goods. What do we find in connection with the Jandakot-Armadale Railway? There will be 46,000 tons of traffic from the South-Western districts to Fremantle. What does that mean from an economic point of view?

HON. J. T. GLOWREY: What about robbing the other line?

HON. R. LAURIE: I will get to that in a moment. I will show where the robbing is; it is on the other foot altogether. If this 46,000 tons of goods has to go around through Perth it will have to be carried an extra distance of $23\frac{1}{2}$ miles. Is it fair to the people who have to send produce out of the State, whether it be timber or any class of goods, that they should be mulct in the extra freight on $23\frac{1}{2}$ miles? Mr. Brimage says that the timber of the country should come to the capital. Mr. Glowrey says that by taking the timber to Fremantle we would be robbing the main line of the traffic. I say that we must look at the matter from a business point of view. It is a fair business proposition, and we have to bring our business acumen into any matter brought before us that is a business matter. We have to spend £6,400 on finishing this railway, according to the estimate, and we are told by the Leader of the House that it will mean a saving of £2,000 per annum to the persons carrying goods from the South-Western districts to Fremantle. I ask in all fairness, should we not save this £2,000, about 33 per cent., to the people of the country by the expenditure of £6,400? Certainly. It is fair business. It has been said, probably through want of knowledge, that there is plenty of room in the Perth railway-yard. Let anyone who has experience of shipping cargo from the South-West

the time, whether it is shoved into the East Fremantle yard or shoved into the Perth yard waiting an opportunity to get down the line. Passenger trains run every half hour between Perth and Fremantle, and can we expect to carry a large goods traffic over that line during the day? It is absolutely impossible. Take another point of view. If we have expended a large sum of money, as has been stated by the opponents of this measure, on the Jandakot-Fremantle Railway, if we can make interest on that money by extending the line to the South-Western Railway, is it not a right and proper business proposition? It is absolutely a business proposition. [HON. J. T. GLOWREY: It is in the wrong place.] Are we to be told now that the only reason for moving the rejection of this Bill is that the railway is in the wrong spot? The people of Fremantle had sufficient confidence in the Government of the day in the interests of the country and producers of the South-West to say, "It is difficult for the people of Mundijong or Armadale, or the people of the State generally, looking at the local jealousies between the two places to which the railway might run, to arrive at a fair idea as to where the railway should run. We will leave it to a party of experts appointed by the Government." As we all know, there were deputations from Fremantle, Mundijong, and Armadale; there was a battle of the routes, and it was only settled by leaving the matter to these experts to decide. The experts have decided; rightly or wrongly they have put their knowledge into the matter. It is not a question of cursorily taking up a Bill and saying the railway is in the wrong place, or giving it 10 minutes' consideration. These men have reputations; they are paid highly by the State; the man whose report was read is receiving £1,500 per annum from the State, and surely his knowledge is of some use; surely it is to be relied on? He does not do it to suit his interests; it is done for the benefit of the State generally. So we must be careful, and must look with some degree of caution at remarks made by those who have not given the matter the attention that men in these high positions have done. Unhesitatingly I say I have always thought Mundijong should be the place, but the matter hav-

ing been left to the experts, to these highly-salaried officers, I thought we should leave it there and have the matter settled once and for all. One of the first things we have to look to, and I am sure I will have every country member with me in saying so, is that the grower of produce in this State shall have the means of getting his produce to the port of shipment at the cheapest rate possible, and not that he should be mulct in an extra 23½ miles for a matter of sentiment. In matters of business, sentiment must be left out of consideration altogether. This is a business proposition, nothing but a business proposition. I am satisfied that on calmer consideration even the gentleman who has moved the amendment and the gentlemen who have supported it will, after hearing the arguments which will be brought forward dealing with this question, see fit to withdraw the amendment.

HON. G. RANDELL (Metropolitan): I listened to the arguments adduced by Mr. Glowrey in this matter, and I find that at last even he has found a railway to which he can object. I was struck by the fact that out of all the railways we have discussed, this was the least open to attack. For a good many years I have advocated—and I have expressed the view both privately and publicly—that Fremantle was entitled to have connection with the South-West without going through the city of Perth. From what Captain Laurie has said, it appears occasional congestion takes place now. In the past there used to be congestion between the country districts and Fremantle, especially in regard to timber for export. I have considered that notwithstanding it might be a slight disadvantage to the city of Perth—

HON. M. L. MOSS: No disadvantage.

HON. G. RANDELL: Supposing it is, I think we can afford to put up with it for the sake of an act of justice to Fremantle. I do not wish to labour the question, but there are one or two items in the Bill which ought to be mentioned. The Jandakot people, when the Area was declared, which, I think, was called an agricultural area, were induced by very strenuous efforts to settle on that area and make it productive if they could, and a number of them have done so.

If they have not succeeded as was hoped it is on account of the difficulty of getting their produce to the market the market being Fremantle. We cannot be surprised that the line carried only so far is not a payable one. It is hardly to be expected that people who are growing produce, who have horses and carts would for the sake of nine miles go to a railway and take the produce on to Fremantle, when they can cart it at perhaps less expense and take back-loading and transact their business. It was impossible under the circumstances with the traffic available to give them a good railway service. They could not get it; and that would be another great reason for the non-success of the railway. Besides, it was always contemplated that the line should be connected with the South-Western Railway, and certainly I do not think the estimate of the tonnage to go over that line is at all exaggerated. Armadale itself is a very good producing district and has very considerable resources of one kind and another. A large quantity of bricks is made there required for all parts of the State, mostly Fremantle and its suburbs. There is a considerable amount of road material which would be available for making roads in the Jandakot and other areas including the suburbs of Fremantle. There are vineyards and orchards and other things in Armadale which I think would contribute very considerably to the success of this line. At any rate I have every reason to believe that the line when carried through and connected with the South-Western Railway will be a paying one. I may perhaps add that I have not the slightest financial interest in Armadale, not one sixpenny worth, and I only look upon it that Armadale, an old settled part of the country, is entitled to some consideration. I am personally strongly in favour of Armadale, though I can quite realise that there is room for two opinions on this matter; but why Mundijong should be selected I cannot understand; a new place recently started. There is a railway station there.

HON. E. McLARTY: There is a saving of six miles.

HON. G. RANDELL: I do not think there is very much in that. It is probable that a large amount of the traffic will be in relation to timber from farther

away. I certainly think I have heard no arguments in favour of Mundijong. I have read very carefully, because I have taken a great interest in this line all through, partly on account of an act of justice due to Fremantle and partly on account of the poor unfortunate settlers who have been induced to settle at Jandakot; and for other reasons. I have watched very carefully the battle of routes, as Captain Laurie has called it, and the tremendous influence brought to bear to take the line either to Pinjarrah or Mundijong or some other point than Armadale. I am very pleased the Government have seen their way to take the line to Armadale. I am of opinion that this is the one thing required to make that line a payable one and to give accommodation to the South-West and to the districts along Armadale and Kelmscott, for it will serve Kelmscott as well and also accommodate Fremantle, without having the necessary detour there is to-day by going through the city of Perth. There is another little reason why the line should go to Armadale, and that is that it will be within $2\frac{1}{2}$ miles of Paradise.

HON. M. L. MOSS (West): I should have contented myself with giving a silent vote upon the question, upon which my views are well known, because I have always been a strong supporter of this line, but for the observations made by Mr. Glowrey and Mr. Brimage. I would not allow this to go to a vote without resenting in the strongest manner possible the observations that those gentlemen have made; to both of whom I attribute the highest and best motives. I am certain both of those gentlemen spoke in a perfectly *bona fide* spirit. It would be a wrong thing for me to attribute a base motive to either of those gentlemen; it would be unparliamentary and unconstitutional if I were to do it; so I will attribute to them the best motives and not the basest motives, therefore they cannot complain of that. [Interjection by Mr. GLOWREY.] If the hon. member thinks there is a different meaning to those observations, he is entitled to put such construction on my language as he thinks fit; but I say I assign to him and the other hon. member the best of

motives and not the basest. I thought that the question of arguments for this particular railway had got beyond the realms of practical politics, because if the railway through the Jandakot Area is not justified, it is very late in the day for Mr. Glowrey and Mr. Brimage to point these things out. They should have been pointed out long ago, before any money was expended in that direction. In fact, to put a parallel illustration, it would be like this: if £147,000 were spent on the Coolgardie-Norseman Railway and it happened that the amount would not take the line all the way to Norseman, they would not provide the expenditure of £110,000 more to take it there. When we come to think that the capital expenditure upon this line is less than Mr. Neil Douglas in his report says will be the ultimate recurring loss on the Coolgardie-Norseman line, whilst I attribute the highest motives to those gentlemen, I cannot congratulate them on the logic which actuates them in opposing this particular line. The hon. gentleman behind me (Hon. J. T. Glowrey) asks me to talk some sense. In the hon. gentleman's head there is all the concentrated essence of sense. He is a wonderful engineer, he is a magnificent expert so far as regards the suitability of the land and the possibilities of this line for the carriage of timber; for he knows far more than the Engineer-in-Chief, far more than the Surveyor General, far more than the Commissioner of Railways. What a loss this gentleman is in sitting in this House. What a treasure the Government have lost in not having this hon. member controlling those three departments.

THE PRESIDENT: The question is about the word "now."

HON. M. L. MOSS: I am ridiculing the arguments of that gentleman as to why this Bill should not be agreed to. I do not know why there was any necessity to draw my attention to the fact that the question was that "six months" should be substituted for "now." [Interjection by Hon. J. T. GLOWREY.] I object most strongly to the observation the hon. gentleman has just made. There is no necessity for me to be a larrikin.

THE PRESIDENT: I did not hear the word, but if it was used, I feel sure the hon. member will withdraw.

HON. J. T. GLOWREY: I did not make use of the word. I said there was no occasion to be a larrikin.

HON. M. L. MOSS: It is the same thing. I again say what a treasure the Government have lost, when the hon. member is in the obscure position of a member of Parliament and could render such great services to the country and save a salary. In all seriousness I cannot congratulate the hon. member. Whilst he may have a high regard for his own opinions, I think probably the members sitting on these benches will pay more attention to what is said by the Engineer-in-Chief, the Surveyor General, and the Commissioner of Railways.

HON. J. T. GLOWREY: That was not your dictum yesterday.

HON. M. L. MOSS: Oh, yes it was.

HON. J. T. GLOWREY: No.

HON. M. L. MOSS: I place more reliance on Mr. Neil Douglas and the State Mining Engineer, who said that the Norseman line would not pay, whereas I defy that hon. member to ransack any of these reports and find a statement that this line is not going to pay. Mr. Glowrey has put himself on a very high pedestal and has given us his opinion, and when members do that they must be subjected to the pillory by any member who is prepared to ridicule the arguments brought forward under such circumstances on the floor of the House. To show how little the hon. member knows about the productive character of the Jandakot Area, he says this particular country is only sandhills, swamps, and clay-pans. The swamp land in Jandakot is amongst the most productive agricultural land in this State, and a reference to column I of this return on the table of the House shows there is an area of 12,500 acres held by *bona fide* resident occupiers. There are 100 of these, and 12,500 divided by 100 will show that each of these areas is 125 acres. There are no large landowners in this locality. They are all persons who hold 125 acres or less, and that is the class of settlers we are bound to try to encourage in this country. I can appeal to my old friend Captain Laurie and others who know this locality as to my statement that there are numbers of families making a living on 10 or 15 acres of swamp land, and I think some persons who make a

living on 10 or 15 acres of swamp land supply largely with green vegetables throughout the year all the mail steamers and other ships that come to Fremantle. Therefore, when the hon. member talks about the unproductive character of the Jandakot land he is talking of that about which, according to my experience, he knows nothing. Farther, there is such a thing as doing an act of justice to people who have been induced by the Government of this country to come and select agricultural land in this Jandakot Area. Let me tell the hon. member there are no men with more grit in them than the settlers who went on the Jandakot Area. For years those people were subjected to grave inconveniences. They were not only without a railway, but without roads. They had to trudge through sand, and had not even the convenience of roads enjoyed by agriculturists in the older settled portions of the State, and by people on the goldfields who have not the disadvantage of the sandy soil of the coast. To the people on the Jandakot Area it is only an act of justice to give ordinary transit facilities. Mr. Randell has truly said that by taking the railway to Armadale we take it to a locality possessing an excellent supply of good material for road-making; and once the railway reaches Armadale we may find that the roads board having charge of the Jandakot Area will be able to make roads at little cost, thus opening up farther so desirable a piece of country, and one so near to other permanent settlements. The hon. member (Mr. Glowrey) has referred to a debate in 1902 on the Esperance Railway project, and he alleges that in the debate I stated it would be better to duplicate the railway to the goldfields instead of constructing a railway to Esperance. I have not abandoned the position I then took up. I say that again, with all the force and emphasis at my disposal. But surely the hon. member sees the distinction between that and the present project. There was never a possibility that the chief port of the State should not be connected by rail with Perth. That railway had to come. But it is against the ordinary course of events that people who are getting timber and producing foodstuffs in the South-Western portion of this State, and who desire to use Fremantle as their most

convenient port of shipment, should be obliged to adopt a circuitous route by going all the way round through Perth, and to pay for all time freights on an additional $23\frac{1}{4}$ miles of railway. We are told there is no evidence of any congestion of traffic in the Perth yard. The question is not whether traffic in the Perth yard is congested, because trains having a through cargo to or from Fremantle are not allowed to remain in Perth at all. Nor is it a question of the convenience of the people of Fremantle, who are not affected one iota by this additional $23\frac{1}{4}$ miles of land carriage. The question is whether the people who in certain portions of the South-Western District find it more profitable to use Fremantle as a port than to use Bunbury are to be penalised for all time by being obliged to pay for $23\frac{1}{4}$ miles of railway carriage more than is necessary.

HON. J. A. THOMSON: On a point of order, Mr. Moss and Mr. Randell have stated distinctly there is a difference of $23\frac{1}{4}$ miles. That is not correct. The difference is just $11\frac{1}{2}$ miles.

THE PRESIDENT: The hon. member can follow Mr. Moss and contradict him, but cannot interrupt now. His remarks do not constitute a point of order.

HON. M. L. MOSS: There is a great misconception in the minds of some members, particularly the hon. member interjecting, as to what a point of order means. However, I do not object to interruptions, because they seldom put me off the thread of my story. So much for Mr. Glowrey. Now I come to a member who may be correctly characterised as a political Rip Van Winkle. I refer to Mr. Brimage. He says, "What do you want to make this line for? Duplicate the railway to Armadale." Now what does the hon. member know of the subject of which he talks?

HON. T. F. O. BRIMAGE: As much as you know.

THE PRESIDENT: The hon. member must not interrupt.

HON. M. L. MOSS: He comes to this House in December 1906 to say we ought to duplicate the line to Armadale. What knowledge can he have of the railway

system? And if the rest of his arguments are in keeping with his desire to see the railway immediately duplicated to Armadale, well he knows nothing about the subject. In fact, having made a few notes while the hon. member was speaking, I think his address may well be regarded as a comedy of errors. He said, "Where is the map of this railway? There is none about." Why, there was one on the table of the House, and he did not know of it. He said "The timber should come to Perth and stop in Perth."

HON. T. F. O. BRIMAGE: I never said that.

HON. M. L. MOSS: What he said was so nearly to the same effect that every other member present was sniggering at him for using so stupid an argument.

HON. T. F. O. BRIMAGE: All the sniggering was done by you.

HON. M. L. MOSS: I did my share of it. In view of the ridiculous arguments of the hon. member—his plea for duplicating the line to Armadale, his complaint that there was no railway map in the House, and his statement that the timber ought to come to Perth and stay there—

HON. T. F. O. BRIMAGE: I did not say that.

THE PRESIDENT: I shall have to enforce the Standing Orders.

HON. T. F. O. BRIMAGE: The hon. member is making a statement not in accordance with fact. I never said the timber should come to Perth and stay there.

HON. M. L. MOSS: When a member uses what another member regards as untenable and stupid arguments, he must take his gruel.

HON. T. F. O. BRIMAGE: I will not take any gruel from you.

THE PRESIDENT: I do not think the word "gruel" is parliamentary.

HON. M. L. MOSS: I withdraw unreservedly; but he must expect members who know something about the subject to ridicule his arguments. That is what I am here for. If this question is to be decided on proper grounds and not on stupid arguments, it is my duty to show how ridiculous were the arguments of the hon. member; and the hon. member does not like it.

HON. T. F. O. BRIMAGE: He does not mind it from you.

HON. M. L. MOSS: Well then, keep quiet. But when the hon. member's three arguments were: there was no railway map in the House—

THE PRESIDENT: I think the hon. member (Mr. Moss) is frequently repeating himself.

HON. M. L. MOSS: I appeal to you, sir, to stop the hon. member's interjections, and to leave me alone till I am out of order.

HON. T. F. O. BRIMAGE: I stated there was no plan of this railway on the wall.

THE PRESIDENT: This is not the time to make a statement. You may make a personal explanation.

HON. T. F. O. BRIMAGE: I stated there was no plan of the railway on the wall of this House; and I do not see any. Afterwards the Colonial Secretary told me there was a plan on the table.

HON. M. L. MOSS: I will deal with that in a moment; but I wish to say that eloquence has not reached such a pitch of perfection in this House that members can make speeches without occasionally repeating themselves. I am not the only member who repeats himself. But I say the hon. member said there was no map on the wall of the House. He must either have been ignorant of the fact that it was on the table, or his argument was not *bona fide*. He may have been playing with us. What does it matter whether the map is on the wall or on the table? It does not make any difference. Either the hon. member did not know it was on the table, or he was playing with us. Now I will not accuse the hon. member of playing with the House. He did not know the map was on the table, though it had been there for about a month. His second point was the wonderful argument about the timber stopping in Perth; the third, that we should duplicate the railway to Armadale. The fourth argument, the capper of all, was: "Fremantle, before you built a railway to a stump near the agricultural hall at the Forrest road, was a magnificent watering-place. What an awful shame to spoil it. The Jandakot Railway has spoiled the possibilities of Fremantle as a watering-place." And the hon. member, I presume, does not go to Fre-

mantle now, because the amenities of the place are all altered since the railway was built to the agricultural hall. I am sure Fremantle has lost much; but I hope the hon. member will reconsider his decision, and agree that Fremantle is as good a watering-place to-day as ever it was. That is a fair *résumé* of the hon. member's arguments.

HON. T. F. O. BRIMAGE: Not a true one.

HON. M. L. MOSS: The hon. member says it is not true. Only now does he see how fearfully ridiculous he must have made himself in the eyes of members when he used those arguments; and when his statements are put calmly before him, the hon. member, who apparently rose to speak knowing nothing of his subject, must admit how stupid he was to adduce such arguments before a deliberative body, a body of sensible men who are bound to decide this matter on reasonable grounds, and not on such stupid arguments as the hon. member advanced. As I said before, the time has gone by for considering the expediency of building this railway. We have already committed the country. There was great difference of opinion at Fremantle as to whether the railway should go to Armadale or to Mundijong. I was always an advocate for Armadale; but I admitted, with Mr. Randell and Captain Laurie, that much was to be said in favour of taking it to another point of junction. The people of Fremantle were highly desirous that this necessary connection should not be longer delayed by any dispute amongst themselves as to the junction; and I think to some extent, though I will not say absolutely, through the influence I exerted on my friends at Fremantle, the dispute was settled. I said, "Do not let us quarrel about the point of junction. Let the Government decide that on the advice of the experts at their disposal." Three experts, considering the problem from the agricultural, the railway, and the trade points of view, have decided that Armadale is the proper junction; and supposing I had been one of the strongest advocates for Mundijong, I should have said the line must go to Armadale because the professional advisers of the Government say that is the proper point of junction. If there is a

division on this Bill, then if I have not convinced Mr. Brimage, as I think I have—

HON. T. F. O. BRIMAGE: No; indeed you have not.

HON. M. L. MOSS: Of the stupidity of his arguments, we shall find Mr. Brimage and Mr. Glowrey on one side of the House, and I venture to say they will not have a supporter in this Chamber.

HON. J. M. DREW (Central): I much regret that with the sound case he has to advocate, Mr. Moss should deem it advisable to make semi-personal attacks on certain members. I think it quite possible to carry on discussions in this Chamber without levelling the shafts of ridicule against members from whom we differ. Both to-day and yesterday I have differed seriously from both Mr. Glowrey and Mr. Brimage; and those gentlemen have not made the slightest attempt to attack me for the action I took. Consequently I sympathise with them, and regret exceedingly that Mr. Moss should use his great intellectual ability to attempt to castigate these members for doing what, from their point of view, is their duty to the country. I must say I entirely disagree with both Mr. Glowrey and Mr. Brimage in the action they have taken in opposing the extension of this railway. I remember well, when I joined a certain Government, that the construction of the Jandakot Railway was considered, and it was deemed a mistake was committed when Parliament sanctioned the line from Fremantle to Jandakot. But before the Government decided to extend the line to connect with the South-Western Railway, they agreed that an inspection should be made; and I happened to be one of the individuals who was asked to report not only on the routes but on the question of the advisability of the extension. I went to Jandakot very much prejudiced against the place, from what I had heard, and I assure members I was greatly astonished with its wonderful productiveness; it seemed to be sand, and yet it showed itself capable of growing vegetables with the best agricultural land I know. I cannot give the reason for it, but I saw for myself. From Fremantle to Jandakot almost, I think the country is of the same

quality, certainly from Jandakot to Armadale. I farther investigated the question as to the routes. I am not going into all the details; I do not think it advisable that the battle of the routes should be fought out in this Chamber. After taking a great deal of care and making investigations—being an impartial person, without any interest in the place—I reported that in my opinion the line should be extended from Jandakot to Armadale, and in consonance with that decision I intend to vote to-night. Besides that, as has been stated, there will be a large saving in the transit of timber to Fremantle, a saving of something like 11 $\frac{1}{4}$ miles, which is worth taking into consideration. From what I could hear a large number of small settlers are living along that route, and they selected on the understanding that the railway would go along from Jandakot to Armadale. I could give very strong reasons against the railway going another route, but I do not think it advisable to do so. I have made up my mind, being impartial in the matter, in the best interests of the country, that the railway should go from Jandakot to Armadale.

HON. R. D. MCKENZIE (North-East): I did not intend to speak on the Bill, and I should not have done so but that Mr. Moss has made an attack on certain members of the House. He has no doubt kept up the tradition of that very honourable profession to which he belongs, that is that when he has a weak case he abuses the other side; and he used his great eloquence to the fullest extent in castigating members who had the temerity to oppose the Bill. I have said it was not my intention to oppose any of the railways the Government brought forward this session; but on hearing the arguments for and against the Bill now before the House, I have come to the conclusion that it is my duty to my constituents at the present time to oppose this measure. I do so with a feeling of regret, because I am extremely anxious that all portions of this State should receive the benefit of railway communication, to enable them to develop the resources which Providence has given them; but in this case I find the only good argument used in favour of the

line is that a mistake was made by a previous Administration in building the line from Fremantle to a stump in the forest, and to make a good job of it it is necessary to spend something like £20,000, and even then the arguments are not such as to convince me that it will be a payable proposition. I am told on good authority that the Jandakot people make very little use of the line now. I am told the receipts from the railway are something absurd; that the receipts from the railway are not more than £10 a week. This shows that the railway, as far as the settlers of Jandakot are concerned, has been a dismal failure. It is proposed to carry on the line to connect with the South-Western Railway. Only recently the Commissioner of Railways, I believe without parliamentary authority, duplicated the line from Perth to Armadale to cope with the heavy traffic from the South-West. On the top of this duplication we have in a report that this connection between Fremantle and the South-West line should be made. This action of the Government, if this line is built, will have the effect of taking traffic from the line on which they have spent an enormous amount of money in duplicating, and in the present financial straits this State is in, indeed every thousand pounds should be saved, even from loan expenditure. I do not say the line should be shelved for all time, but it should be put on one side for a considerable time to come. It is not absolutely necessary at the present time. It will not benefit the Jandakot settlers, it will not benefit the Fremantle people to any extent, and certainly it will not benefit the people on the South-Western line. The freight which is expected, and the amount of tonnage expected, amount to 46,000 tons, principally timber. The timber will have to be carried an extra 12 miles if a connection is not made. We know that freight on timber is very low, and there is an agitation to have it lower still. Even if there is an expenditure of £2,000 it would be better for the Government to bear the expense than to build this extension at the present time. I submit a case has not been made out for the railway. Members who have advocated the line have ridiculed the arguments advanced by other members

acting in the best interests of the people who have sent them to the House, and it is not a fair proceeding. It is my intention to vote against the Bill, although, as I have said, I do not say the line should be shelved for all time. I believe eventually the connection will be justified, but at the present time I cannot give the Bill my support.

HON. E. M. CLARKE (South-West): It is my intention to vote for this Bill: at the same time I take this opportunity, I will not say of ridiculing what other members have said, but I will show that it is somewhat unwise to ridicule what other members say. I submit there are men who can debate like anything, and there are men who can ridicule like anything, but I submit ridicule is no argument. Without saying anything against anybody, it appears to me by some mistake false figures have been got hold of. These figures have been repeated by more than one member. One member ridicules another and makes use of the false figures. It is said that a difference will be saved between the haulage from the Great Southern Railway *via* Armadale to Fremantle, and *via* Perth to Jandakot, one line against the other, of 23 miles, and that has been repeated over and over again. If one will look at the time table he will discover it is 31 miles to Armadale *via* Fremantle, and it is 19½ miles to Armadale *via* Jandakot, making a difference of 11½ miles. I only say this with a view of showing that it is well to be sure when giving figures that you are on the right track. I am not going to deal with this matter any farther than to say I believe the Minister in charge of the Bill has quoted from figures shown to him, and he has not possibly had time to go into them and criticise the whole matter, and he has fallen into an error, other members following him. There is every excuse to be made for this, but it shows that one requires to be careful. I am going to vote for the line because I voted for it once before. I believed it was absolutely necessary then; I thought it would be carried on to Armadale to junction with the line somewhat farther down. I still feel that way, but I shall not vote against it because I think the correct thing has not been carried out. I shall vote for it because certainly pre-

viously we thought the line was necessary, and I say that line ought to have been constructed then. We find no sooner is that line passed for construction for a certain purpose which we thought justified it, than for some unaccountable reason the line is duplicated from Perth to Fremantle. Fremantle was promised this line and should have it. I voted for it previously, and I am going to vote for the Bill now to construct the line from the present point at Jandakot to junction with the South-Western line; it does not trouble me much where.

HON. F. CONNOR (North): I view with a certain amount of alarm the objections to this Bill. It is, I cannot say an established fact, but it is recognised in the city of Perth and in the centre of the government of this country that a gentleman who has taken on himself to oppose this measure is to a large extent, if not the dictator, at least the responsible adviser of the Government in existence in Western Australia to-day. I say that, and I ask the members to disprove it. Therefore I view with alarm the opposition raised to this Bill. I think members will understand what I mean. Having had the opposition from Mr. Glowrey and Mr. Brimage, two experts on the railway question, I feel rather timid in addressing myself to the question at all, because of the great knowledge of the requirements of the country, and particularly this line which we are discussing, the Fremantle-Jandakot or Fremantle-Great South-Western Railwayline, which these members have, and with their knowledge of it and their expressions of opinion that we should not have that railway, I do feel rather alarmed. But I have to give my opinion on it. I am here as a representative of the people of Western Australia, and against my will almost I must give my opinion. Does it strike hon. members as peculiar? We are now, I presume, discussing the Fremantle-Armadale Railway.

THE PRESIDENT: The question is whether the word "now" stand part of the question.

HON. F. CONNOR: I am trying to give reasons in favour of the Bill, and I shall not be bluffed out of giving them either, I care not by whom the bluff is attempted. We are discussing a Bill for

the construction of a railway between Fremantle and Jandakot, and it may surprise some members to learn the fact is one of which nobody seems to be aware, not even Mr. Moss, that this is the best-paying railway in Western Australia. I notice the Leader of the House seems somewhat surprised. I tell him this, because I know and he does not know. If not the whole of the railway, at least a portion of it, is the best-paying length of line in Western Australia. Mr. McLarty knows the value of this railway, because it has cost him so much money. The proposition to build a railway to connect with the Great Southern Railway is opposed by goldfields members who have got all the railways they asked for, almost without a division—railways costing ten times as much as this small line. Their dog-in-the-manger policy I warn them will recoil on their heads in this House when members not interested in either goldfields railways or the Jandakot line are called on to vote for fresh railway communication on the goldfields. It is a mistake, and a shame. I am sorry for Mr. Glowrey and sorry for Mr. Brimage in respect of the attitude they have taken up on this matter to-day. Here we have passed railways almost without number, costing so much more money than the railway now under discussion. And this railway will pay. I ask some member to refute me in what I now tell the House: a portion of this railway is the best-paying stretch of line in Western Australia to-day. I refer to the three miles from Fremantle to Owen's Anchorage. The whole question, moreover, is only one of 10 miles. I am sure that if an average were struck over the existing line from Fremantle to the point to which it has been extended to-day, allowing for the loss on the non-paying portion from Owen's Anchorage to the terminus, the average returns from the line would be as good as those of any other railway we possess. Therefore I ask, why such unseemly opposition to this small Bill? But it frightens me, as a supporter of the Bill, to see the source from which the opposition comes. I shall be glad when I hear the Leader of the House explain why the candid friend of the Government in the Upper House should be opposed to the Bill, if the Government

are honestly in support of it. I was sorry to hear, I will not say an attack, by my genial friend Mr. Brimage on Mr. Moss, because Mr. Moss, although sarcastic, certainly was within his rights. Mr. Brimage attacked him in such a manner that he would not have been as good a man politically as I think he is, or as capable, if he had sat down under, I cannot say the imputations, but the innuendoes levelled at him.

THE PRESIDENT: Does the hon. member think he is speaking to the motion?

HON. F. CONNOR: I am endeavouring to do so. I come back now to the fact that this is the best-paying line in Western Australia. Taken from end to end, the revenue produced by the line as it stands is thoroughly satisfactory. Let hon. members consider that the whole of the stock, almost, supplied to the Eastern Goldfields travels over the line, and sometimes travels over it twice. It enters the State by that line, and is discharged at Owen's Anchorage; moreover, the whole of the live-stock from the North-West is landed by that line and again travels over it. Consequently I ask opponents of the measure to disprove that the line is at present paying. It was said to be almost a dead-letter. I challenge that statement. I proclaim that, taking the line from Fremantle to the terminus at Jandakot, there is, even for the whole of the ten miles, not a better-paying railway in Western Australia. Again, I may inform members opposed to the line, members directly representing the goldfields—they are the only people who have spoken against it—that this line was started primarily for the purpose of reducing the price of meat on the goldfields, and that it has been the means of transporting more cheaply than before the meat supplies of the goldfields and in particular of the Eastern Goldfields. If this motion of Mr. Glowrey's, which I do not think the hon. member believes for an instant will be carried, should be carried, a reflection will be cast on him and on every member supporting him; since their opposition springs not from any conviction that the line should not be built, but arises, in my opinion, simply from the fact that a certain member opposed another line which has been carried by this House.

THE PRESIDENT: I do not think the hon. member should impute motives.

HON. F. CONNOR: I withdraw that. I supported the line from Coolgardie to Norseman, and I proclaimed that I intended to do so; and in the circumstances I think I have a right to say that no member of the House who did not believe the measure was not necessary should try to veto this measure, which in my opinion is necessary. That is not imputation of motives, but it is going as near to it as one possibly can under the rules of debate. To Mr. Brimage, after I have told him that the line is one of the best-paying in Western Australia, I would recommend the old saying, "Where ignorance is bliss, 'tis folly to be wise."

HON. V. HAMERSLEY (East): I do not wish to give a silent vote on this measure, in the event of the amendment going to a division. I was somewhat surprised to learn that an adverse motion had been moved, because I understood that years ago the construction of this line had been decided on, and that the work was only waiting funds for an early start to be made. We now have before us a measure to obtain these funds. The House has just passed a Loan Bill, and naturally no one was surprised when the Government placed this important proposal amongst the first Bills for railway construction under the loan proposals. As regards the arguments for and against the railway, they have been recounted over and over again, and undoubtedly quite sufficient has been said this evening to convince hon. members that the line is wanted, and that there is an obligation in respect of it to the settlers in the locality. We do not wish to go any farther in division of opinion as to routes than the views which have been expressed by the advisers of the Government. I am perfectly satisfied with their decision, and should have been equally satisfied had they resolved on any other route. I am convinced that the Government have adopted the right course, and that we are acting wisely in not questioning the matter of routes, but rather accepting what has been suggested to the Government by the officers appointed to go into the question. I sincerely hope that if the amendment

goes to a division, a large majority will be found in favour of the line.

HON. J. T. GLOWREY: I ask leave to withdraw the amendment I have moved.

Amendment by leave withdrawn.

THE COLONIAL SECRETARY (in reply): I wish to say a few words, not so much by way of reply as in explanation. I seem to have misled the House somewhat in regard to certain figures I quoted. I may explain that I read them from a typewritten copy of the report of the Engineer-in-Chief on the routes. Hon. members will see in the Bill that the distance is stated at $10\frac{1}{4}$ and 9 miles, making a total length of $19\frac{1}{4}$ miles. The distance is shown in this report as $23\frac{3}{4}$ miles from Fremantle to Armadale, and $29\frac{1}{2}$ miles from Fremantle to Jandakot. I understand that the true distance is $19\frac{1}{4}$ miles by the proposed railway *via* Jandakot. According to the railways timetable, the distance from Fremantle to Armadale by the present main line is 31 miles; so that by the construction of the railway here proposed there would appear, on these figures, to be a saving of something like 11 miles. Hence the error. I do not think I need say anything farther, the question having been fully debated.

Question put and passed.

Bill read a second time.

IN COMMITTEE.

Clause 1—Short Title:

HON. T. F. O. BRIMAGE moved an amendment—

That "Armadale" be struck out, and "Mundijong" inserted in lieu.

The information supplied was insufficient to enable members to decide as to which was the better route, and the attempt to have the line started from Armadale was unfair and not in the best interests of the country. He protested against the abuse to which Mr. Brimage and himself had been subjected by Mr. Moss because they opposed the line. The object of the amendment was to test the feeling of the House on the question of route. A railway to Mundijong would be of infinitely greater service, as it would serve the

timber traffic at present carried to Rockingham.

HON. W. T. LOTON: Having passed the second reading of the Bill providing for the construction of a line to Armadale, the House was not likely to go back on its decision; and the hon. member having availed himself of the opportunity for protesting, should now withdraw the amendment.

Amendment by leave withdrawn.

Question put and passed.

Clauses 2, 3—agreed to.

Clause 4.—Power to Governor to compulsorily purchase land within eight miles of railway:

HON. J. M. DREW: A commonage area in the vicinity of Fremantle was well suited for intense culture, and it would be in the interests of Fremantle that some portion of the area be resumed and thrown open for close settlement.

HON. M. L. MOSS: The Fremantle Council had now under consideration a proposal to seek permission to subdivide and lease portions of the area for agricultural purposes.

Question put and passed.

Clauses 5, 6, 7—agreed to.

Schedule, Title—agreed too.

Bill reported without amendment; the report adopted.

THIRD READING.

Bill read a third time, and *passed*.

BILL—HEALTH ACT AMENDMENT.

SECOND READING.

THE COLONIAL SECRETARY: As members will see, this is a very short Bill for amending the Health Act 1898, consisting of only one clause in addition to the title. The object is to confer on municipal councils the powers of boards of health. In the past, though municipal councils have conducted health board business at municipal meetings, it is now thought they have done so illegally. Under the Health Act, in order to hold a health board meeting it is necessary

that separate notices be issued, also that separate health rate notices be issued. This amendment will enable municipal councils to send out the health rate notices and notices of health board meetings at the same time as municipal notices, and to transact health board business at the ordinary municipal meetings.

HON. W. KINGSMILL: What is the meaning of Subclause 2?

THE COLONIAL SECRETARY: To legalise past action in having transacted health board business at municipal meetings.

Question put and passed.

Bill read a second time.

IN COMMITTEE, ETC.

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

Read a third time and *passed*.

BILL—ROADS AND STREETS CLOSURE.

SECOND READING.

THE COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: It is not necessary for me to say much on the Bill. Members will notice that it is the usual Bill brought down at the request of various municipal councils towards the close of each session to close certain streets in different road districts and municipalities. There are five streets mentioned in the Bill, in five municipalities—Beverley, Broome, Guildford, Leonora, and Southern Cross. The schedule gives full explanation, and as usual the Bill has been brought in at the request of the municipal council in each case. I will not take the Committee stage to-night, as members may wish to have an opportunity of looking at the lithographs I have accompanying the Bill. I will leave these on the table so that members may peruse them and take any objection, if necessary, before the measure is finally passed.

Question passed.

Bill read a second time.

BILL—MINES REGULATION.

SECOND READING MOVED.

THE COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said: This is a rather big Bill; but although it contains many clauses there is nothing very new. It is principally a consolidating, though in some respects an amending measure. I intend to say a few words on the second reading so that members may take the Bill into consideration and look through the various clauses. If they have many amendments to table I shall be pleased if they will put them on the Notice Paper to-night, because it is necessary to take the measure through Committee to-morrow so that, if there are amendments—and I know there will be some—the Bill can go back to the Assembly for the consideration of the amendments and be dealt with before Parliament prorogues. The measure is not a new departure. It is a Bill to consolidate the various statutes that have been in force for some years. There are some amending clauses in it. It is really a Bill for Committee, and in Committee I shall explain fully and draw attention to any new departure; I shall explain the provisions and intentions of each clause fully. The most important clause and really the clause in the Bill is Clause 33, containing the general rules under which mines shall be worked. Sanitation and ventilation are lightly dealt with, but elaborate regulations have been framed. I have a copy of them. They have not yet been approved because the Bill has not been enacted, but members may inspect them to see what regulations it is intended to have approved under Clause 33. There is some new legislation in the Bill in regard to check inspectors. A strong effort was made in another place to have regulations that would give the different unions the power to appoint check inspectors; but the Government think that the whole of the inspection of mines should be controlled by the Mines Department, and that these check inspectors should be appointed by the Mines Department and not by either employers or employees. The duties of a manager are clearly defined, more

especially in regard to the action he should take in the case of an accident. This was an omission from the old Act. There is also a new provision for engine-drivers. Clauses have been inserted which give a permit to allow an uncertificated driver to be appointed in special circumstances. This will be appreciated by owners of small mines in outlying districts. They may employ a man who is not properly certificated, with the permission of the Minister. There is also provision as to the number of hours workmen may work in a mine, and provision is made that no person shall be employed in any responsible position in a mine unless he is able both to read and speak the English language, and no person can be employed underground unless he can intelligibly speak the common language. This provision has been found necessary in the past, a number of foreigners having come to Western Australia and obtained employment in the mines who could not understand the English language. It is provided that this shall not be permitted unless these foreigners have a fair knowledge of the English language. A case occurred recently where an Italian was going towards a face, and he was told not to go there because it was charged. The Italian did not know whether to go backwards or forwards. It is to avoid that sort of thing that these clauses are in the Bill. There is also a new provision in regard to Sunday labour. There is an Act now in force, the Sunday Labour in Mines Act—it is incorporated in this Bill. Special provision has been made to prevent unnecessary Sunday labour. Members will notice the different classes of mining on which Sunday labour may be employed. I may explain to members not acquainted with mining that it is absolutely necessary that a certain number of men shall be employed on Sundays, because we cannot stop the operations of a mine the same as we can stop a sawmill. Some work must go on continuously, or it would entail a great loss. It would not only entail a loss of the work on the Sunday, but it would mean losing about 16 hours on the Saturday, and it would cause a loss of employment to about 600 men now employed

underground on the Kalgoorlie mines. If the mines had to cease work entirely on the Sundays it would make a considerable difference in the output of the mines, and would reduce the value of shares in consequence. Of course members will recognise that Sunday labour is carried on in every country; in fact, it is absolutely necessary that a certain amount of Sunday work should go on in mines; but it is provided that no miner shall be employed more than 13 days continuously; that is to say, a miner can only be employed on alternative Sundays. This is a new departure. Under the present law a miner could be legally employed for the whole 365 days of the year, but under this Bill he must have 26 Sundays off in the year. That is doing something towards reforming Sunday labour on mines. It is a debatable point whether even that provision I have just mentioned can be carried out. I believe it can in some mines, but in smaller mines it will be exceedingly difficult to do so, because they do not employ the number of hands to give, say, an engine-driver an alternative Sunday off. However, that particular phase of the question can be discussed in Committee. Many members have had considerable mining experience and we can have the matter debated fully. The Bill also provides that the plans of underground workings of mines shall be provided. In the past it has not been compulsory for a mine to supply plans of their underground workings to the Mines Department. For instance, take the copper district at Northampton worked many years ago. Now that copper has risen in price again, the mines may be taken up, but there will be a great loss of time and money through not having plans of the underground workings to show the surveyors where to go. The plans provided for in this Bill will be recorded in the Mines Department, and should any mines now working be abandoned and later on, by a cheaper process of extracting gold being brought about, there is a desire again to work them, there will be nothing to prevent it being done; these plans will be available.

HON. W. KINGSMILL: Does it apply to all mines? If so, it will be a great hardship.

THE COLONIAL SECRETARY: I know it may inflict hardship in some cases.

HON. W. KINGSMILL: And you will get some funny plans, too.

THE COLONIAL SECRETARY: Yes: either that, or we force the small mine-owners to incur heavy expense.

HON. J. T. GLOWREY: It is a very necessary provision, however.

THE COLONIAL SECRETARY: There is a provision by which workmen as well as owners are made responsible for any carelessness, making it the duty of any employee to report any dangerous portion of a mine. Members who have had anything to do with mining will know that the greatest trouble is very often caused by the miners themselves. They are careless and take such risks. I venture to say that half the accidents are attributable to the miners themselves. No doubt a miner is so familiar with the dangerous surroundings in which he works, and gets so used to handling explosives, that he becomes careless and is even a danger to himself. Therefore it is necessary to make it compulsory on workmen to report any dangerous place, because a miner cannot possibly be familiar with or know every dangerous part in a mine. This is a very necessary provision. The Bill is a consolidating and somewhat an amending measure, and it has received very careful consideration in another place by men who have had considerable experience in mining. I would like members to take into consideration now the second reading, and we will go into Committee to-morrow. If there are any amendments which suggest themselves, and members will place them on the Notice Paper, we will be able to discuss them fully in Committee, and I will give all the information necessary.

On motion by Hon. W. KINGSMILL, debate adjourned.

THE COLONIAL SECRETARY moved that the House do now adjourn.

CONTRACTORS AND WORKMEN'S LIEN BILL.

HON. J. M. DREW asked for some assurance that the Contractors and Workmen's Lien Bill would receive consideration to-morrow.

THE COLONIAL SECRETARY did not know this was a private member's Bill. He was prepared as far as he personally was concerned to sit and discuss it now. To-morrow there would be a good deal of business from the Assembly. He would withdraw the motion for the adjournment of the House.

Motion by leave withdrawn.

On motion by the Hon. G. RANDELL, the second reading of the Contractors and Workmen's Lien Bill was adjourned till the next sitting, a number of amendments having been suggested to-night by Mr. Moss.

ADJOURNMENT.

The House adjourned at 9.35 o'clock, until the next day.

Legislative Assembly,

Tuesday, 11th December, 1906.

	PAGE
Papers: Boiler Inspection, Collie ...	3699
Questions: Police Force, Sunday off...	3699
Railway Goods, Perishable ...	3700
Railway Flying Gauges ...	3700
Cool Storage at Geraldton ...	3700
Urgency: Mining Accidents in Stopes ...	3699
Railway Construction Inquiry, Report presented ...	3701
Bills: Health Act Amendment, 2a., Com., 3a. ...	3701
Dividend Duty Act Amendment, 1a. ...	3702
Mines Regulation, 3a. ...	3702
Roads and Streets Closure, Com., 3a. ...	3702
Land Act Amendment, Council's Amendments ...	3702
Municipal Corporations, Council's Amend- ments (resumed) ...	3708
Criminal Code Amendment, 2a., Com., re- ported ...	1717
Standing Orders Amendment, Committees to Confer ...	3707
Report: Loan Bill, how Published prematurely in a Newspaper ...	3732

THE SPEAKER took the Chair at 3 o'clock p.m.

PRAYERS.