

HON. C. A. PIESSE (South-East): I think the Minister for Lands said very little in introducing this measure. We are told that we should bury the Bill, but if we bury a thing it must be objectionable. If members will look the Bill through, they will find £8,331 in connection with our military unit sent to South Africa. Can you show me any members who were not ready to agree to the sending of that unit?

HON. R. S. HAYNES: You will all blush with shame before it is over.

HON. C. A. PIESSE: All members agreed to the course adopted. Here is a very large amount, and you speak of this Excess Bill as if it were something that should be buried; as though the sooner you bury it the better. But you shared in all the glory. Take another item on page 14, £3,990 14s. for survey of leases, areas, etc.

HON. R. S. HAYNES: Railway expense, £63,000.

HON. C. A. PIESSE: Did the Government anticipate that they would have to spend about £4,000 in surveys? We are, I say, told to bury this thing out of the way—get rid of it as soon as we can. You will find that as long as there is a House or Government in existence, and as long as we progress in this State as we have done, we shall have Excess Bills, and they will be as big as hitherto. All I hope is that they will be as satisfactory.

THE MINISTER FOR LANDS (in reply): The hon. member (Hon. C. A. Piesse) has remarked that I did not say very much about this measure. I did not desire to say much. It may shock members to know that there will be another Excess Bill for half-a-million before this session is over, and knowing that, I did not desire to say very much. I did not want to blame, and I could not praise.

Question put and passed.

Bill read a second time.

IN COMMITTEE.

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

ASSENT TO BILL.

Message from the Governor received and read, assenting to the Customs Duties (Reimposition) Bill.

ADJOURNMENT.

The House adjourned at 13 minutes past nine o'clock, until the next Tuesday.

Legislative Assembly,

Wednesday, 9th October, 1901.

Papers presented—Question: Leonora Railway Construction, Particulars—Question: Cue-Nannine Railway, Particulars—Question: Coolgardie Goldfields Water Scheme, Joint Rings—Questions: Coolgardie-Kalgoorlie, Cost—Question: Coolgardie Goldfields Water Scheme, Pipes—Question: Kalgoorlie Railway Duplication, Cost—Question: Northam-Goomalling Railway—Question: Boulder Railway Duplication, Cost, etc.—Questions (2): Railway Administration, G. W. Davies Inquiry; charges withdrawn, how—Question: Jarrahdene Public School—Question: Lunatic Asylum, to improve—Question: Advertising by Government in Sunday Newspapers—Question: Electoral Rolls, Education Boards—Public Notaries Bill, Select Committee's Report—Papers ordered: Inquest (Menzies), Evidence—Papers ordered: Railway Administration, G. W. Davies Inquiry—Return ordered: Railway Workshops Construction, Particulars—Motion: Kurrawang Wood Syndicate and J. Davies Inquiry—Assent to Bill—Annual Estimates: Financial Statement—Summary Jurisdiction (Married Women) Bill, first reading—Adjournment.

The SPEAKER took the Chair at 4:30 o'clock, p.m.

PRAYERS.

PAPERS PRESENTED.

By the PREMIER: 1, Cost of losses through deaths of animals and birds in Zoological Gardens, return to order, 2nd September; 2, Report of the Acclimatisation and Zoological Gardens Committee for 1900-1; 3, Reports by the Chief Inspector of Stock, the Director of the Zoological Gardens, and others on the condition of animals in the Zoological Gardens; 4, Minutes of Evidence taken by the Board appointed to inquire into the charges preferred against Mr. G. W. Davies.

Ordered to lie on the table.

QUESTION—LEONORA RAILWAY CONSTRUCTION, PARTICULARS.

MR. MOORHEAD asked the Minister for Works: 1, When were instructions given to commence the construction of the Menzies-Leonora Railway. 2, What length of line was laid and available to the public for traffic. 3, Whether the Kalgoorlie-Menzies and Menzies-Leonora lines were about the same length. 4, Whether the contractors for the Kalgoorlie-Menzies line had the rails laid to Menzies and the line available for the use of the public in about six months from commencing operations. 5, Whether the contractors for said Kalgoorlie-Menzies line did not complete their contract in about eighteen months from date of commencement. 6, Whether the Government received an offer to build the earthworks, culverts, bridges, platelaying, and ballasting of the line from Menzies to Leonora for £24,000, with the right to run traffic for 12 months after the rails were laid to Leonora, the terms of the offer stating that this was about the same time as the Kalgoorlie to Menzies line had been occupied. 7, Whether the price offered for the works comprised in the above offer would have effected a saving of over £70,000 in the Engineer-in-Chief's estimate of such works as are above enumerated. 8, Would not the estimate have been reduced accordingly had this offer been accepted. 9, Why were not tenders called for this railway in face of such an advantageous offer. 10, What moneys had been expended to 30th September in the construction of said Menzies-Leonora line, and what are the outstanding liabilities in connection therewith to 30th September.

THE MINISTER FOR WORKS replied: 1, Instructions issued November 26th, 1900; work commenced February 25th, 1901. 2, Forty-two (42) miles of rails laid; thirty-eight (38) miles (Menzies to Kookynie) available to the public for traffic. 3 to 6, Yes. 7, No. There was really a difference of only £39,300 between amount of the Engineer-in-Chief's estimate for works which contractor offered to do and the amount (£24,000) which the contractor demanded in cash, and as against this difference the contractor demanded the whole traffic receipts of the railway while rails were being laid to Leonora, and for twelve

months afterwards. It is therefore impossible to say as to what saving, if any, would have been attained by acceptance of contractor's offer, or as to whether the result (in view of traffic receipts) might not have been a large loss to the State rather than a saving. 8, The estimate of first cost would have been reduced by £39,300, but as against this there would have been loss of revenue while rails were being laid to Leonora and for 12 months afterwards. 9, The railway was undertaken departmentally rather than by contract for two reasons, viz.—first, on account of the uncertainty as to when all the rails and fastenings required for it would be available; and, secondly (in view of that and other contingencies), on account of the risk of letting a contract involving carriage of traffic and extensions of time for any delay caused by Government, when contractor is entitled to all traffic receipts. 10, (a.) £91,000 (including rails and fastenings, sleepers, and construction work); (b.) £79,000.

QUESTION—CUE-NANNINE RAILWAY, PARTICULARS.

MR. F. W. MOORHEAD asked the Minister for Works: 1, When were operations commenced on the Cue-Nannine Railway. 2, What amount of work has been done to 30th September. 3, What amount of money has said work cost to 30th September. 4, When is it anticipated that the railway will be completed.

THE MINISTER FOR WORKS replied: 1, 22nd April, 1901. 2, Earthworks practically completed on the first section, Cue to Tuckanarra (23½ miles); 37,000 sleepers delivered at Cue. 3, £10,000, including sleepers. 4, It depends entirely on when the rails for it will be available, and this in its turn depends upon the date on which the requisite mileage of rails can be taken up from the Yilgarn Railway (during process of relaying with heavier rails) and carried from thence to Cue. The Railway Department states that the whole of the rails will be delivered at Cue within, approximately, five months from date.

QUESTION—COOLGARDIE GOLDFIELDS WATER SCHEME, JOINT RINGS.

MR. YELVERTON (for Mr. A. E. Thomas) asked the Minister for Works:

1, Whether the attention of the Minister has been drawn to the article which appeared in the *Morning Herald* in reference to some scour or joint rings, some of which are now lying in the Fremantle farm. 2, Whether he is aware that in these rings there are several holes from $\frac{3}{8}$ in. to $\frac{1}{2}$ in. in size, through which daylight can be seen. 3, Whether they were intended for the Coolgardie Water Scheme. 4, How many of these rings have been ordered. 5, How many have been delivered. 6, By whom and from whom were they ordered. 7, What was the price. 8, Whether Government goods from England are inspected before being shipped. 9, Whether they are paid for before being shipped. 10, Whether these rings have been paid for. 11, Who was the responsible officer for examining. 12, Whether these rings have been examined in Western Australia, and with what result. 13, Whether the Government intend to take action against anyone if the rings are condemned. 14, Whether they will dismiss the man responsible. 15, Whether it will mean any delay in the Water Scheme. 16, Whether the Government contemplate abolishing the apparently useless position of Consulting Engineer. 17, Whether machinery could not be bought, subject to inspection, in Western Australia.

THE MINISTER FOR WORKS replied: 1, Yes. 2, It has been reported, as regards some joint rings for air valves, that the castings were bad, and that in some few cases the flaws go right through the metal. 3, Yes. 4, 237 of various types. 5, 18 of various types. 6, By the Agent General, from Messrs. Glenfield & Kennedy, Limited. 7, Ranging from £9 to £11 1s. 8, Yes. 9, The usual practice is to pay in England on production of ship's papers. 10, Yes. 11, The Consulting Engineer in England. 12, Yes, blow holes and honeycombing are apparent. 13, The contractor will be asked to replace, free of charge, the rings which are bad, and will probably do so. Under similar circumstances, in the case of 50 miles of fishplates for Perth-Bunbury railway, which were found to be bad (several years ago) the contractor was asked to replace them free of charge, and did so. 14, The attention of the Agent General will be called to the matter, and if the Consulting Engineer finds it possible to

fix the responsibility on anyone (which the Government thinks he should be able to do), dismissal will no doubt follow. 15, Probably not, as such of the rings as are good will be used, and others obtained without delay to replace the bad ones. 16, The Government has no present intention of abolishing the position of Consulting Engineer in England, as it is of value to the State in many ways. 17, Machinery could be bought, subject to inspection in Western Australia, but there are necessarily many of the parts, comprising all classes of machinery, which can only be tested during construction.

QUESTION—RAILWAY STATIONS, COOLGARDIE-KALGOORLIE, COST.

MR. YELVERTON (for Mr. A. E. Thomas) asked the Commissioner of Railways: What has been the cost of the railway stations between Coolgardie and Kalgoorlie?

THE COMMISSIONER OF RAILWAYS replied: The cost of these stations is as follows:—Mungari Platform, £367; Siding, £350, total £717; Kurrawang Platform, £353; Siding, £241, total £594; Binduli Platform, £403; Siding, £350, total £753; grand total £2,064. In addition to the above, authority has been issued for the erection of station buildings at each place, at an estimated cost of £150 each.

QUESTION—COOLGARDIE GOLDFIELDS WATER SCHEME, PIPES.

MR. YELVERTON (for Mr. A. E. Thomas) asked the Minister for Works: 1, How many miles of pipes have been made for the Coolgardie Water Scheme. 2, How many miles of piping have been caulked. 3, What has been the cost of caulking to date. 4, Whether the caulked pipes have been tested.

THE MINISTER FOR WORKS replied: 1, About 325 miles up to the 28th ultimo. 2, About 45 miles up to the 30th ultimo. 3, (a.) Purchase of patent rights in patent caulking machinery and purchase of the requisite machinery, £13,226; (b.) Sundry materials and equipment, £682; (c.) Fuel, £448; (d.) Wages, £5,719. Amounts (b.), (c.), and (d.) cover the cost of ring-setting, lead-melting, lead-running, and caulking. Most of the

materials and equipment (b.) and a portion of the fuel are still in hand. 4, Twenty chains of main near Chidlow's Well have been tested. Work is being pushed on towards the completion of a twelve-mile section near Cunderdin, which it is proposed to test on completion, if sufficient water can be made available.

**QUESTION—KALGOORLIE RAILWAY
DUPLICATION, COST.**

MR. F. W. MOORHEAD asked the Commissioner of Railways: 1, What was the time occupied in duplicating the Coolgardie to Kalgoorlie railway. 2, What was the cost incurred in the said duplication.

THE COMMISSIONER FOR RAILWAYS replied: Fourteen months. 2, £56,921 13s. 6d.

**QUESTION—NORTHAM-GOOMALLING
RAILWAY.**

MR. F. W. MOORHEAD asked the Minister for Works: 1, When were operations commenced on the Northam-Goomalling Railway. 2, What length of rails are laid. 3, Why tenders were not called for this work. 4, Whether this course would not have enabled a comparison of costs to be ascertained if the work was afterwards undertaken departmentally. 5, Whether the Minister is in a position to lay on the table of the House, in schedule form, detailed quantities and cost of work completed to 30th September.

THE MINISTER FOR WORKS replied: 1, 2nd April, 1900. 2, Twenty-five and three-quarter miles. 3, For the reason that the date at which rails would be available for it was very uncertain. 4, Probably so; but it would not have been justifiable to call for tenders while holding that none of them could be accepted, on account of uncertainty as to date when rails would be available. 5, Not at the moment; but a schedule of the description indicated will be prepared and laid on the table of the House as soon as possible.

MR. GEORGE: Have the rails arrived yet?

THE MINISTER FOR WORKS: They are coming.

**QUESTIONS—BOULDER RAILWAY
DUPLICATION, COST, ETC.**

MR. F. W. MOORHEAD asked the Commissioner of Railways: 1, What was the time occupied in the duplication of the Kalgoorlie-Boulder Railway? 2, What are the detail quantities and cost of this work?

THE COMMISSIONER OF RAILWAYS replied: 1, Fourteen (14) months. 2, Detail quantities are only kept in the resident engineer's office, Coolgardie, and which has been asked for, will be laid on the table of the House in a few days.

MR. F. W. MOORHEAD asked the Commissioner of Railways: Whether tenders were publicly called for the supply of gravel, stone, concrete, bricks, and lime for this work. If not, how were these supplies arranged.

THE COMMISSIONER OF RAILWAYS replied: Tenders were not called for the supply of these materials for the Kalgoorlie-Boulder duplication. Gravel was obtained from a cutting near Kalgoorlie by day labour. Stone was obtained from the dumps at various mines within easy access to the railway. Concrete, bricks, and lime were not used on the duplication work, but concrete used on the subway and platform foundations was prepared on the ground from material obtained by day labour. Bricks were obtained from Dyke and Ridgway, the lower of two quotations from local brickworks. Lime was obtained from the Government contractor at Bull's Brook.

**QUESTIONS (2)—RAILWAY ADMINIS-
TRATION, G. W. DAVIES INQUIRY.**

MR. W. J. GEORGE asked the Commissioner of Railways: 1, When did G. W. Davies enter into the employment of the Commissioner of Railways. 2, When was G. W. Davies suspended from that employment. 3, What sum of money has been, or is to be paid, to G. W. Davies for the term he was employed. 4, Whether the Commissioner of Railways has been in written or personal communication with G. W. Davies since the suspension of that officer. 5, If so, whether such communication had reference to railway matters relating to this State.

THE COMMISSIONER OF RAILWAYS replied: 1, 16th August, 1901. 2, 23rd August, 1901. 3, The question of

payment has not yet been decided. 4 and 5, The Commissioner of Railways does not feel bound to disclose with whom he is in written or personal communication on any subject.

CHARGES WITHDRAWN, HOW.

MR. W. J. GEORGE asked the Attorney General: 1, Who is responsible for the withdrawal of charges Nos. 4, 5, and 6 against G. W. Davies? 2, What were the reasons which were considered to justify the withdrawal?

THE ATTORNEY GENERAL replied: 1, Mr. Northmore, who represented Mr. John Davies. 2, That the charges were not specific enough.

QUESTION—JARRAHDENE PUBLIC SCHOOL.

MR. H. J. YELVERTON asked the Minister for Works: 1, Why the building for a public school at Jarrahdene has not yet been commenced, seeing that a tenderer for its erection was officially advised that his tender was accepted by the Superintendent of Buildings, by letter, on the 22nd May, 1900. 2, Why the contractor has been prevented from commencing the work.

THE MINISTER FOR WORKS replied: 1, Because there arose an unexpected difficulty regarding the transfer of the site, which is within a timber concession, and it was considered inexpedient to commence the erection of a public building until the difficulty was overcome. 2, The documents were transmitted to the contractors for signature on the 9th of last month, and have not yet been returned.

QUESTION—LUNATIC ASYLUM, TO IMPROVE.

MR. NANSON asked the Colonial Secretary: Whether he would instruct Dr. Montgomery to prepare a report for the immediate information of Parliament, dealing with—1, The directions in which, in Dr. Montgomery's opinion, it is possible to improve the arrangements and general administration of the Fremantle Lunatic Asylum. 2, The site for the proposed new asylum at Whitby, with special reference to the advisability or otherwise of retaining such site for the purposes of the asylum.

THE PREMIER (for the Colonial Treasurer) replied: 1 and 2, Yes.

QUESTION—ADVERTISING BY GOVERNMENT IN SUNDAY NEWSPAPERS.

MR. F. C. MONGER asked the Premier: When is it the intention of the Government to refrain from advertising in the newspapers known as the *Kalgoorlie Sun* and the *Perth Sunday Times*?

THE PREMIER replied: The question of advertising in newspapers is under consideration. [General laughter.]

QUESTION—ELECTORAL ROLLS, EDUCATION BOARDS.

MR. J. EWING asked the Colonial Secretary: 1, How it is that the Electoral Rolls in connection with the District Boards of Education were not prepared according to the then existing regulations. 2, Whether the omission was the result of an oversight in the Education Department. 3, If so, who was the official to blame, and whether he has been punished. If not, why not. 4, Why it is that the regulations have been cancelled, and what steps are the Government taking for the framing of new regulations. 5, What provision has been made for the re-election of District Boards. 6, Whether it is a fact that the Government intend to abolish elected District Boards and substitute nominee Boards. If so, why. 7, How is it that, when the Collie nominee District Board resigned, the Department took no steps for the creation of an elected District Board.

THE PREMIER (for the Colonial Secretary) replied: 1, The regulations fixed August 31st for making up the rolls. The Executive Council cancelled the regulations on August 21st. There were therefore no existing regulations on August 31st. 2 and 3, Answered by No. 1. 4, The old method of compiling the rolls was cumbersome and expensive. It is proposed to bring in a Bill for compiling rolls more economically and on a simpler and broader basis. 5, Provision will be made by the Bill. 6, No. 7, Because it had no power to do so. The Act (57 Vict., No. XVI., Section 16) says that all elections shall take place in December in every third subsequent year from 1895. Appointments in the meantime are to be made by the Governor.

PUBLIC NOTARIES BILL.

SELECT COMMITTEE'S REPORT.

MR. F. W. MOORHEAD (for Hon. W. H. James) brought up the report of the select committee on the Bill.

Report received and read.

PAPERS—INQUEST (MENZIES),
EVIDENCE.

MR. J. M. HOPKINS (Boulder) moved :—

That a copy of the evidence taken at the inquest held at Menzies in connection with the death of Daniel Flynn, on the 21st or 22nd of September last, be laid upon the table of the House.

Hon. members had no doubt seen reference in the Press to the death of this man in the Boulder Gaol. It was hard to say whether Menzies was to be congratulated on having a gaol which was equivalent to a hospital, or to be commiserated on possessing such a resident medical officer as it had. It was a remarkable thing that a man in such a condition as appeared from the reports should be put into a cell and allowed to remain there two days and nights, during the whole of which period he was out of his mind. The unfortunate man succumbed to an attack of pneumonia. Anticipating no opposition, he would content himself with formally moving the motion.

Question put and passed.

PAPERS—RAILWAY ADMINISTRATION,
G. W. DAVIES INQUIRY.

MR. W. J. GEORGE (Murray) moved :—

That the evidence taken by the G. W. Davies Board be laid upon the table, together with all papers produced before the Board.

In connection with this motion he had a few observations to offer for the consideration of hon. members. In all the States of the Commonwealth the railway system had served as a peg on which to hang the garment of political influence, until that garment had been worn threadbare. It would have been hardly fitting that Western Australia should not fall into line with the sister States in this respect. He had this afternoon put to the Commissioner of Railways certain questions, the replies to which could scarcely be considered to the credit of the Commissioner. However, that was only

a matter of opinion. If permitted, he would like to say to the Premier that that gentleman's answers also might have been amplified a little without risk of detracting from his reputation. The evidence taken by the G. W. Davies Board should be laid on the table, and he hoped it would be. Farther, he hoped that the whole of the evidence would be laid on the table, that no document would be kept back, and that we should find no evidence of what, in a phrase now historical, had been termed in this House, manufactured files, manufactured letters, and manufactured evidence. He had this afternoon asked the Commissioner of Railways whether that gentleman had been in written or personal communication with Mr. G. W. Davies since the suspension of that officer. He would have thought that the Commissioner of Railways, being or posing as an honourable man—and in the absence of evidence to the contrary he must be considered an honourable man—would have given a straightforward answer, and said "no." There was no loss of dignity in straightforwardly answering a straightforward question. If, on the other hand, the Commissioner of Railways had been in communication with Mr. G. W. Davies, then it would be for the House and the country to judge the hon. gentleman's conduct. The House and the country would judge whether a discredited public servant, a man appointed in a hurry and since suspended, a man whom, on a portion of the charges brought against him, the board of inquiry pronounced unfit to re-enter the public service, was a person with whom the Commissioner of Railways ought to be in written or personal communication. For his part he was forced to believe that the Commissioner of Railways, during his recent illness, had found the time and the opportunity to communicate with Mr. G. W. Davies. If that was the Commissioner's way of dealing with these matters, it was a way unworthy of the dignity of his office. The Premier appeared to be very happy indeed just now. [The PREMIER: Hear, hear.] It would be a matter of great regret if one had to take away from that happiness; but he would like to ask the Premier, or rather the Attorney General, what the House or the country

had to do with Mr. Northmore, who the Attorney General had stated appeared as counsel for Mr. John Davies. Certain charges were laid against Mr. G. W. Davies, and three of these charges were not proceeded with. It was his opinion, and he thought the opinion of hon. members generally, that one of the most serious charges which could be laid against a railway servant, or any public servant, was that of disloyalty to his superior officers. [Several MEMBERS: Hear, hear.] A charge had been made against Mr. G. W. Davies, that while holding the position of a confidential servant of the Government, he had made public the confidential business of his employers. Nay, he was charged with doing more: he was charged with absolutely ridiculing the men who were his superior officers.

MR. TAYLOR: They should not have given him the opportunity.

MR. GEORGE: That was not the question. Every member in this House who was an employer of labour would know that subordinates did criticise their superior officers; but there was also a clear line of demarcation between criticism that was justified and criticism which became insolent and wrong. If an officer holding the position of chief clerk to the Traffic Manager of Railways used his time and opportunities to criticise his superior officers in such a way as to bring them into ridicule, and if he also made use of his position to disclose information which came in his way as chief clerk, and conveyed that information to a private individual or individuals—one need not necessarily say the individual was a member of this House—the charges against that person of having done so should have been gone into thoroughly by the board of inquiry appointed in his case. If therefore Mr. Northmore, as counsel for Mr. John Davies, withdrew certain charges which had been made against Mr. G. W. Davies, or had caused those charges not to be gone on with, it was certainly the duty of the Crown to have gone on with those charges.

MR. TAYLOR: The hon. member ought to have defended him.

MR. GEORGE: As to defending him, he would have been happy to defend Mr. G. W. Davies if he had felt that person was being unfairly treated. He would

certainly not shrink from defending a man, and still less a friend, when that friend was in trouble. It would be useless to appeal to the Attorney General on a question of generosity, as the hon. member's career in this State, to those who knew it, was a sufficient answer to any expectation that he would be generous enough to forego an opportunity if he got it. He (Mr. George) always knew when he was getting "home" on the opposite bench, for the hon. gentleman (the Premier) had a chuckle which came from the tip of his tongue and just seemed to stifle itself in his nose. If those who were acting for the Crown in this matter had done their duty, they would never have sheltered themselves behind the subterfuge that Mr. Northmore had withdrawn the particular charges. It was for the Government to have gone on with those charges, and not to allow Mr. Northmore, the representative of another accused man, to act for them by withdrawing certain charges during the inquiry. Some men had no sense of justice, and showed when occupying a high position that they could apply the tactics of a suspicious retail business to the huge affairs of this State. It had been said that one gentleman who carried on a considerable business, if he did not get sufficient cash coming in from any of his branch businesses, did not inquire whether there was any reason for it, but sacked the man straight away. One would like to know whether anybody represented the Commissioner of Railways in the G. W. Davies inquiry; whether the Attorney General represented him, or whether the case was thrown together with the ardent hope that there would be a whitewashing commission for G. W. Davies; and judging from the reply the Attorney General had given this afternoon, they might have hoped there would be a blackwashing commission so far as the John Davies inquiry was concerned. He had put the question in this House last evening that he might be allowed to have access to certain files of the Railway Department, and he had received from the Commissioner of Railways a not too courteous answer. He intended to ask the Commissioner, when those files were obtained—supposing they had not been altered or portions manufactured—as to why the Commis-

sioner did not read the whole of the files to this House, when he was dealing with the question on a recent occasion.

THE PREMIER : Someone wanted to be kicked downstairs.

MR. GEORGE : Perhaps the Premier might find that was an undignified thing to attempt, and it might be an uncomfortable operation to suffer. Certain evidence appeared to have been laid on the table, and therefore it was hardly necessary for him to proceed with this motion; but he had moved it because he wanted the gentlemen opposite to understand that on this matter he was going to fight to a finish. He was going to tell the House why Mr. G. W. Davies took a set on him and those connected with him. It was simply because he had refused to put up with the insolent conduct of Mr. G. W. Davies, in trying to baulk him when endeavouring to see the Chief Traffic Manager on matters connected with the railways. That was why G. W. Davies had supplied certain information to a gentleman who need not be particularly mentioned, and that was why his (Mr. George's) private affairs were dragged into the question when it was lately before this House—to suit a man who had broken salt with him days before, and had asked for his advice as to railway matters in a very friendly way, while all the time he was planning and plotting to break him down.

THE PREMIER : Had he succeeded ?

MR. GEORGE : No ; but he had no doubt it would have been very pleasant to the Premier if that gentleman had succeeded in doing so.

THE PREMIER : No.

MR. GEORGE : Then he was glad to have the opportunity of withdrawing that remark.

THE PREMIER : A matter in which he had taken no interest.

MR. GEORGE : An observation had been made by a member near him about "taking interest." He (Mr. George) had never taken any interest. The Premier generally took the principal when he could get it. In conclusion, he thought this question might be fairly asked of the Attorney General, whether the Department of Railways was represented in the G. W. Davies inquiry; and if so, by whom?

THE PREMIER (Hon. G. Leake) : There was no intention to oppose this motion, and as a matter of fact he had put on the table all the documents he had that were referred to in the motion. The mover had asked for the evidence taken by the board of inquiry, and that evidence was now on the table; but he (the Premier) had not got all the papers which were produced before the board, and had put on the table only the documents which came to him with the report. If there were other papers the hon. member wanted, of course they would be obtained.

MR. GEORGE : If the Premier had no objection, it would be better to put the lot on the table.

THE PREMIER : Oh! there was no objection to that; but it might involve a very large bundle of papers. The hon. member had made one or two little references which, as usual, were quite beside the mark; but they seemed to amuse him, and they did not hurt anybody, so the House accepted them. The hon. member did say that the Crown were sheltering themselves behind Mr. Northmore. It was not necessary for him (the Premier) to repudiate such a suggestion, because the Crown were not only represented in that inquiry, but the gentlemen occupying the Ministerial benches were able to look after themselves, and even to resist any attack which might be made by gentlemen of the type of the member for the Murray. The hon. member wanted to know, amongst other things, who represented the Commissioner of Railways in that inquiry. Mr. Pilkington was there to watch the case in the interest of the Commissioner of Railways; Mr. G. W. Davies was represented by Mr. G. W. Purkiss, a well-known barrister; and Mr. John Davies, on whose behalf a certain representation had been made to him, was represented by the firm who had in hand the defence for Mr. John Davies in his own case. To show how the arrangement came about, he would read an extract from the report of the inquiry board. The chairman said to Mr. Northmore :—

Before counsel address us, we would like to explain that we are not quite clear in what capacity you are here.

MR. NORTHMORE: There is a well-known saying, "*Quis custodiat custodes ipso.*" I think it must have been in the minds of the Government when they sent me here first to watch the interests of the Commissioner and then sent Mr. Pilkington here to watch me. Mr. Short knows the circumstances. He came in with Mr. Burnside to retain us. So he may tell you why I am here.

MR. W. J. GEORGE: Was it Mr. Northmore? One thought the Premier had said Mr. Northmore appeared for Mr. John Davies?

THE PREMIER: One knew the hon. gentleman was a little hard of hearing, but this was an extract from the report.

MR. GEORGE did not dispute it at all. What he understood was that Mr. Northmore represented Mr. John Davies, and now it was stated that he represented the Commissioner.

THE PREMIER said he had not withdrawn what he stated yet. Would the hon. member be a little patient? The report farther stated:—

CHAIRMAN (to Mr. Short): Can you tell us why Mr. Northmore is appearing for the Commissioner of Railways on this occasion? Mr. John Davies has emphatically repudiated that he is the prosecutor of Mr. G. W. Davies, and we cannot quite understand how it is that Mr. Northmore is representing the Commissioner of Railways. Can you throw any light on the subject?

MR. SHORT: Mr. Stronach wrote to the Commissioner and that letter was sent to me. I saw the Premier in reference to the letter, and I told him what I thought. If Mr. G. W. Davies was represented by counsel it would be only fair that Mr. John Davies should be represented by counsel, and I mention the fact that Mr. John Davies had not written the letter about Mr. G. W. Davies in his private capacity but as the General Manager. Then the Premier said, "Do you expect the Government to pay?" I replied, "Certainly it is not his case, as far as I can see, and Mr. John Davies wishes to be represented by this particular firm." Mr. Leake agreed to it, and simply instructed me to see the Crown Solicitor and arrange with him, and I did so.

This was how Mr. John Davies came to be represented by Mr. Northmore. And he would like now to give his version of the story, because he had been attacked by the member for the Murray, who accused him of not giving courteous answers to questions.

MR. TAYLOR: The Premier did not take it seriously?

THE PREMIER: One must take a matter like that seriously, when he was accused of discourtesy by a gentleman

who was pre-eminently noted for his behaviour in the House, and for the courteousness of his manner and the refinement of his speech and attitude generally. One would be lacking in a sense of propriety and good feeling if he did not acknowledge that he smarted under an attack made on him by so courteous and refined a person as the member for the Murray. He was going on to say the reason Mr. Northmore represented Mr. John Davies was this. Hon. members were aware that Mr. G. W. Davies was suspended in consequence of a protest—he might call it—by the General Manager, Mr. John Davies, and Mr. G. W. Davies demanded an inquiry. Then there followed the suspension of the General Manager himself. He, too, demanded an inquiry. It was well known that the chief difficulty or dispute in this question was between Mr. John Davies and Mr. G. W. Davies, that really the one made an attack on the other, and there was a counter-attack. And it would not have been fair on the G. W. Davies inquiry for the Commissioner of Railways to have put up someone who was hostile to Mr. John Davies; and when it was represented to one that, Mr. G. W. Davies being represented by counsel, it was only fair that Mr. John Davies also should be represented by counsel, he readily assented, and did it because he thought it was fair; and Mr. John Davies chose his own man. Although it was nominally a question between the Commissioner of Railways and Mr. G. W. Davies, there was no disguising the fact that it was really one between Mr. John Davies and Mr. G. W. Davies.

MR. M. H. JACOBY: Oh, no.

THE PREMIER: Do not tell him "no." He said "yes"; there was no doubt at all about it. Consequently, Mr. John Davies was right in selecting his own counsel; at any rate, he did select it, with the Government's approval. They could not accuse him of being unfair there, could they? He had been fair, almost to the verge of foolishness, very likely, still he was not unfair, and as far as the Commissioner of Railways was concerned, he stood by as a sort of umpire, and his interests were watched by Mr. Pilkington. The result of the inquiry showed that Mr. John Davies, at any rate, had fair-play. He was not attacked, nor was it right

that he should be attacked at such an inquiry; but the investigation went forward as against G. W. Davies, and during the course of that inquiry it was found by Mr. Northmore, who, as stated, was representing Mr. John Davies, or represented him at his request, that only one of the charges had anything in it; that was the question of the cheques. The question of the Claremont station, the drunkenness, and disclosing departmental matter—all those charges were abandoned. Why? Because it was found there was nothing in them.

HON. F. H. PIESSE: With the concurrence of Mr. Pilkington, representing the Government?

THE PREMIER: Because there was nothing in them. He had told the House that Mr. Pilkington took no part in it.

HON. F. H. PIESSE: Who represented the Government?

THE PREMIER: Did the hon. member think that Mr. John Davies, with the assistance of an honourable gentleman like Mr. Northmore, if he could have brought the charges home to Mr. G. W. Davies, would have abandoned them? Having seen the file, one knew there was nothing in the papers—

MR. GEORGE: Nothing in the Claremont incident?

THE PREMIER: Nothing at all to justify the charges levelled against him. If one was wrong, one erred in good company when he was backed up by Mr. Northmore and by the report of the special board appointed to inquire. And, curiously enough, the charge against Mr. G. W. Davies which was proved against him was not one that was levelled against him at the time of his dismissal, nor in respect of which the Commissioner of Railways was blamed for bringing him back—that of improperly financing himself out of Government funds. It was proved in the course of the inquiry that his superior officers, more than one of them, were aware of what was going on, yet they never warned him, or charged him, or reported him to his superior officer of the day. He was not dismissed on that account at all.

HON. F. H. PIESSE: That was going to be proved yet.

THE PREMIER: If he could set the hon. member fighting against the General

Manager, no doubt there would be fairly good fun for those looking on. He was going on to say that Mr. G. W. Davies appeared to have been indulging in a practice which was followed by others—but one did not want to go too far into that—and if he was wrong, probably other people were wrong, too.

MR. GEORGE: Quite right; financing with Government funds—one did not care who did it, that was wrong.

THE PREMIER: Do not let hon. members think he was here to support Mr. G. W. Davies, because he would state that a decision had been come to that his services shall be dispensed with. He was not coming back into the Government service again.

MR. JACOBY: Of course. Would the Premier really consider putting him back again?

THE PREMIER: Some people were very stupid, and one could not always get them to consider what was before them or what they said. We had decided that Mr. G. W. Davies should not be retained in the Government service.

MR. F. CONNOR: One thought the House decided that.

THE PREMIER always understood that there were some members of the House who were sufficiently fair-minded to give a man a hearing at a trial and to abide by the result of that hearing. That was what we had done, but some members seemed to make up their minds before the trial or the hearing that this gentleman's services should be dispensed with.

MR. JACOBY: Quite true.

THE PREMIER: Quite true, said the fair-minded but honourable member. We need not go too closely into the G. W. Davies inquiry, and one did not want to be led into too many discussions or side issues, because we might find ourselves anticipating another inquiry which was to be opened next week, and he did not think it would be fair for him to say too much; but he had been accused by the member for the Murray of being discourteous and not replying to questions. He might say he generally framed an answer to meet a question, and his answers were often couched in the same tone as the question was couched in, and if he had offended the hon. member by apparent rudeness by his reply to the questions, he did not apologise. It had been practically implied by the

hon. member himself that there was, underlying these observations with regard to Mr. G. W. Davies, a certain element of bitterness; for the hon. member was about to explain why Mr. G. W. Davies "took a set" on him. Neither this House, nor any board of inquiry constituted or in contemplation, desired to inquire into the private history of either Mr. G. W. Davies or the member for the Murray. If the hon. member and Mr. G. W. Davies happened to be at variance, they must settle their points of difference between themselves. The House would not for a moment be asked to concern itself with those matters. When, however, it was said that the Government were sheltering themselves behind the back of someone else, it was quite time for him to say such a state of things did not exist, and explain to the House that really the Government had acted only in a spirit of fair-play, and with the intention of insuring both parties a hearing, so that the matter might be thoroughly threshed out. Who would have been the first to make a noise either in the House or out of the House, if the Government had denied to Mr. John Davies the right to be represented by counsel at the late inquiry; or if the Government had said to Mr. John Davies, "You can spend your own money or not as you think fit, in the employment of counsel"? If an error had been made by him in this regard, it had been committed only through a desire to be fair to a man whom he knew to be more or less under difficulty. Everybody knew that an inquiry would shortly be held into the methods of that gentleman while in the service; it was probable that attacks would be made on that gentleman during the late inquiry by the party accused at that inquiry; and if the one party was represented by counsel, why not the other? Moreover, for the purpose of this Mr. G. W. Davies inquiry, Mr. John Davies to a certain extent represented the Commissioner of Railways; because when he made his damaging report against Mr. G. W. Davies and his protest against that gentleman's appointment, he was in the public service. Consequently he had, for the purpose of the late inquiry, to be treated as though he were still in the service. Certainly Mr. John Davies would

not have been satisfied had Mr. Pilkington been sent to prosecute or to appear on the charges which Mr. John Davies had made against the other Mr. Davies. That was the explanation, and if the House did not accept it as genuine, or did not consider it a fair one—very well: he could deal with objectors. He had no doubt he would be able to defend himself; and if he had to speak again in answer to the criticisms of hon. members, he dared say he would be able to point to fallacies in some of their arguments just as he had been able to point to fallacies and instances of unfairness in the remarks of the member for the Murray. The Government had already placed on the table the evidence which they had received from the board; in fact, all the documents received by them from the board. Personally he had not gone carefully through the whole of this lengthy evidence. No doubt numbers of files had been referred to in the course of the inquiry; but the fact of those files not being brought down with the report must not be taken as indicating a wish on the part of the Government to withhold them. Hon. members could have them placed on the table; or, if they chose to call at his office, or at that of the Commissioner of Railways, they would be permitted to inspect them. That was all he had to say on the motion.

THE COMMISSIONER OF RAILWAYS (Hon. J. J. Holmes): The explanation of the right hon.—the hon. the Premier—

MR. F. CONNOR: Hear, hear. The Commissioner of Railways was only anticipating.

THE COMMISSIONER OF RAILWAYS: Should, he thought, be considered satisfactory by every member of the House. [Mr. F. CONNOR: Hear, hear.] If the member for East Kimberley (Mr. Connor) wished to address the House, he would resume his seat. The one desire of the Government in these inquiries had been to do what was fair to all parties. The Government appointed a board to inquire into the charges against Mr. G. W. Davies, a board the constitution of which he thought every member of the House approved; and that board brought in a report which he thought every member of the House would approve after reading the evidence. As

for his own position, it was quite clear, no matter what the member for the Murray (Mr. George) might say. He had appointed Mr. G. W. Davies as his secretary after perusing the public records presented to him by the officers of the department.

HON. F. H. PIESSE: Did not the hon. member know anything else about this man?

THE COMMISSIONER OF RAILWAYS: As soon as the charges were made by the General Manager, without calling on the General Manager to substantiate those charges, he suspended Mr. G. W. Davies.

HON. F. H. PIESSE: That was the only course the hon. gentleman had.

THE COMMISSIONER OF RAILWAYS: A board was then appointed to inquire into the conduct of Mr. G. W. Davies. He might say that had the papers which were submitted to the board come under his notice before the appointment was made, the appointment would never have been made.

MR. GEORGE: Why had not the hon. gentleman asked the proper people for the papers?

THE COMMISSIONER OF RAILWAYS: It had been explained to the hon. member and to the House that he asked for the papers, but could not get them.

MR. GEORGE: Did the hon. gentleman ask Mr. Alpin Thomson for them?

THE COMMISSIONER OF RAILWAYS: Certain evidence came out in the inquiry.

MR. GEORGE: Did the hon. gentleman ask Mr. Thomson, the late secretary to the department, for the papers?

THE COMMISSIONER OF RAILWAYS: It appeared that certain files were locked up in the private safe of the Chief Traffic Manager, who at that time was absent on six months' leave. He contended that was not as it should be; and his contention was borne out by the report of the board.

HON. F. H. PIESSE: There was no necessity for the files, because the hon. member knew all about this man.

THE COMMISSIONER OF RAILWAYS: An hon. member had reminded him that documents had been missed. He would refer to that matter; although the less said about it at the present

juncture, the better. The appointment of Mr. G. W. Davies had had this effect. It had proved that the Railway Department had in its service an officer who manipulated the cash of the department, and that the department retained that officer in its service while knowing that he was manipulating the cash. That was the result of the inquiry. Why was Mr. G. W. Davies retained in the service? Because, perhaps, he knew too much for his superior officers. The report of the board of inquiry farther showed that other officers were cashing cheques in the same way as Mr. G. W. Davies; and that when it came to the worst and Mr. G. W. Davies had to be dismissed, he was dismissed on some other charge, and not on the charge in question. When it came to the worst, the poor cashier who had been cashing the cheques of his superior officers was victimised, and to such an extent that the board in their report contended, and rightly so, that this unfortunate individual should be reinstated in his former position. A farther result of the inquiry was to show that the cash book covering the period of those manipulations was missing from the department.

MR. GEORGE: Who had stolen it?

[Several interjections.]

THE COMMISSIONER OF RAILWAYS: If he knew who stole it he would deal with the person. Such had been the results of the inquiry springing from the temporary appointment of Mr. G. W. Davies. Therefore that appointment was, perhaps, a step in the right direction, after all was said and done.

A MEMBER: The hon. member had had to step back, notwithstanding.

MR. JACOBY: Mr. G. W. Davies had to step back again.

THE COMMISSIONER OF RAILWAYS: The hon. member complained that his request to see the files had not been complied with. If the hon. member would move for the files to be laid on the table of the House, or if he would call at his (the Commissioner's) office, the files would be produced.

MR. TAYLOR: Who was Commissioner of Railways when the cash manipulation was going on?

THE COMMISSIONER OF RAILWAYS: The member for the Williams (Hon. F. H. Piesse).

MR. TAYLOR: Oh!

THE COMMISSIONER OF RAILWAYS : The member for the Murray had said that his private matters were dragged in over the trouble in the Railway Department. That was an absolute misstatement. The hon. member's private affairs had not been dragged into the matter at all. All that had been done by him was to refer to the hon. member's transactions with the Railway Department.

MR. GEORGE : Yes; certainly.

THE COMMISSIONER OF RAILWAYS : It was his duty in the circumstances to refer to those transactions.

MR. GEORGE : Why did not the hon. member read the whole of the files?

THE COMMISSIONER OF RAILWAYS : If the whole of the files were to be read by him, he would be reading from year end to year end. He trusted that when the hon. member got the files he would not burden the House with a perusal of all their contents.

MR. GEORGE : The Commissioner should not have read portions of files, or portions of letters. That was the objection.

THE COMMISSIONER OF RAILWAYS : It was his desire to refrain at this stage from saying anything, because another inquiry was pending. In all aspects, therefore, the less said the better. In reply to the criticism of the member for the Murray he would content himself with observing that the country knew the member for the Murray and knew himself, and the country might decide whose was the better reputation.

MINISTERIAL MEMBERS : Hear, hear.

MR. C. HARPER (Beverley) : There was a remark of the Premier's which he thought the House would not like to go abroad in the sense in which it had fallen in his ears. That remark was to the effect that this was a case between Mr. John Davies and Mr. G. W. Davies. For his part he thought it was a case of the honesty of the public service. [**OPPOSITION MEMBERS :** Hear, hear.] The point was that the Premier did not seem to think the honesty of the public service of any consequence at all. At any rate that was the inference.

THE PREMIER : The hon. member should not confuse the inception of an inquiry with its result.

MR. HARPER : As he understood the Premier, the hon. gentleman said it was a

matter mainly between Mr. John Davies and Mr. G. W. Davies, and that their differences constituted the reason for the inquiry.

THE PREMIER : Oh!

MR. HARPER : The Premier would be doing himself and his Ministry grievous harm if he allowed the country to think that such was the position.

MR. F. CONNOR (East Kimberley) : So much honour had been conferred on him in a previous portion of this debate that he felt in duty bound to say something. An interjection he had made at the commencement of the speech of the Commissioner of Railways, was by way of indicating that he considered the hon. gentleman merely anticipated by referring to the Premier as the "Right Hon. the Premier." Of course, for his part, he would be most happy at some future date to address the Premier by the designation used by the Commissioner of Railways. As for the question before the House, he would support the motion of the member for the Murray.

MINISTERS : No one was opposing it.

MR. CONNOR : Surely he could give his reasons for supporting it. In doing so he desired to draw the attention of the Commissioner of Railways to the general impression with regard to the appointment of Mr. G. W. Davies. He had no hesitation in saying that the general impression of hon. members and the public was that Mr. G. W. Davies received the appointment of secretary to the Commissioner because he gave certain information to a certain hon. gentleman who sat on this (Opposition) side of the House before the present Parliament was elected.

THE PREMIER : Nonsense!

MR. CONNOR : It should be observed that he was not making the statement.

THE PREMIER : The hon. member was only repeating a scandal.

MR. CONNOR : No names had been mentioned by him.

THE PREMIER : Let the hon. member mention names.

MR. CONNOR : Very well; he would. The general impression was that the present Commissioner of Railways received information from this man when in the service, and that the present Commissioner, when sitting on this side of the House under the leadership of the present

Premier, fairly or unfairly used that information in an endeavour to oust the late Ministry. That was as explicit as it was possible for him to be; and he had no hesitation in saying that his firm opinion was that the facts were as he had stated, and that the present Commissioner of Railways did unjustly and unfairly make use of information surreptitiously obtained and given him by a member of the civil service. That was plain language: there was no necessity to cloak the matter. The present Commissioner used information surreptitiously obtained by that man, and given him for the purpose of inflicting injury on the late Government. It had not been his intention to speak on the matter; but the Premier in that peculiar and particular style of his own, the effect of which was to bait and dog people on to talk about things—[Interjections and laughter.] The hon. gentleman would do well to curtail himself a little, and so he would escape quite a number of the hard knocks which now fell to his share.

THE PREMIER: Hit as hard as he liked, so long as he did not swear.

MR. CONNOR: If the hon. gentleman wanted "fight," he could have as much fight as he liked. Was that a fair challenge?

THE PREMIER: All right.

MR. CONNOR: Then he would table a motion at the next sitting, which would give the Premier as much "fight" as he wanted, and it was to be hoped the hon. gentleman would not then get up and say there was some other reason why the motion had been tabled.

MR. GARDINER: On a point of order, was this discussion in order?

THE SPEAKER: One could not say it was out of order.

MR. CONNOR: There was no desire to be out of order.

THE PREMIER: It was "fight" that was wanted.

MR. CONNOR: And the Premier should have it. He would promise that.

THE SPEAKER: The hon. member should confine himself to reasons for his supporting the motion.

MR. CONNOR: The reason why Mr. G. W. Davies was appointed in the railway service, after he had been previously discharged, was because he had given information which a certain hon.

gentleman used, and which was a bribe. It was a disgrace to the Railway Department.

THE PREMIER: Was it in order for a member to accuse a Minister of offering a bribe?

THE SPEAKER: No; it was extremely improper, and the hon. member ought to withdraw it.

MR. CONNOR: The expression would be withdrawn formally.

THE PREMIER: Was the hon. member right in defying the Chair?

THE SPEAKER: Certainly not.

THE PREMIER: So long as he sat in this House he would support the Chair.

THE SPEAKER: The hon. member must unreservedly withdraw the remark he made.

MR. CONNOR: The remark was withdrawn unreservedly. He challenged the Premier to show that he (Mr. Connor) had been disrespectful to the Chair. He could show that on many occasions the hon. gentleman had not shown particular respect for the Chair. When unfair tactics were pursued, he would ask what was the position of members now sitting on the Ministerial side of the House? When they were formerly sitting on the Opposition, they made use of all sorts of unfair tactics to harass the Government then in power, whereas the members now sitting on the Opposition side were trying to give the present Government a fair show. If the present Government were utterly and absolutely incapable to carry on the affairs of the country, that was not the fault of the members on the Opposition side.

THE SPEAKER: That had nothing to do with the question before the House.

MR. CONNOR: In conclusion, he supported the motion, and he unreservedly withdrew certain remarks he had made in reference to the Commissioner of Railways. He would take an opportunity of speaking on this matter at another time.

MR. W. J. GEORGE (in reply as mover): After what had passed, he had only to thank the Premier for stating what had been done in regard to the papers, and on that point he was quite satisfied. All he wished to convey, in reference to the Premier's reply to the question which he (Mr. George) had asked previously, was that the Premier ought to have given more information

than he did give; but at any rate the information was given now, with a little cheap sarcasm. With regard to the Commissioner of Railways, he had nothing more to say. That gentleman had proved the case as completely as possible, and he (Mr. George) left it to the country to judge. The question he was most concerned with was a much larger question. Since this State had joined the Commonwealth, the Commissioner of Railways had made certain charges against the General Manager of Railways, and suspended him from his duties. Whether these charges would be proved, or whether the result would be a verdict of "not proven," the future would show. He (Mr. George) had neither seen nor spoken to or communicated with Mr. John Davies since the attack was made on him (Mr. George) in this House by the Commissioner of Railways. But we were in a time perhaps as critical as this country had ever known, with regard to our finances and administration; and the step which had been taken with regard to our railways might possibly be justified, but he was concerned with the aspect put on it by the Premier, and referred to by the member for Beverley (Mr. Harper). It was not a question of G. W. Davies or of John Davies: it was a question of the fair fame of this country.

Question put and passed.

RETURN—RAILWAY WORKSHOPS CONSTRUCTION, PARTICULARS.

Mr. F. W. MOORHEAD (North Murchison) moved:

That a return be laid upon the table, showing—1, The number of engineers, clerical staff, managers, and foremen employed in the Midland Workshops construction. 2, The number of workmen likewise employed. 3, The detailed costs of any of the work done that are available.

His object in moving for this return was to enable him subsequently to bring before the House the conduct of the Works Department in carrying out this work.

THE MINISTER OF WORKS (Hon. W. Kingsmill): The return would be supplied willingly. He had begun to suspect that there was some evil thought working in the member's mind; but any information desired in connection with this matter would be given unreservedly and willingly.

Question put and passed.

MOTION—KURRAWANG WOOD SYNDICATE AND J. DAVIES INQUIRY.

MR. J. M. HOPKINS (Boulder) moved:

That as the operations of the Kurrawang Wood Syndicate with the railways of the State form part of the inquiry about to be held against John Davies (now under suspension), farther applications for concessions or removal of reservations by this company shall not be considered till subsequent to the finding of the board of inquiry has been published, and Parliament has had the opportunity of reviewing the question on its merits.

There was no desire to anticipate the function of the board of inquiry in regard to Mr. John Davies; but from statements which had been made in the House by the Commissioner of Railways, he must say unreservedly that as far as those statements were concerned, he had been unable to discriminate as to where the interest of the Kurrawang Syndicate left off and the interest of Mr. John Davies began? For that reason he submitted the motion, and he did not know whether it would be opposed. He had no doubt that some members would like to know what was the public feeling on the gold-fields in regard to this matter; and to show this feeling, he would read to the House communications he had received from the Mayor of Boulder, sent on the 7th October to himself as member for the district, in these words:—

At a large and representative public meeting held on Saturday night last, the following resolutions were unanimously carried:—"1, That this representative meeting of Boulder citizens hereby express the opinion that monopolies are against the principle of democracy and are detrimental in the extreme to the true interests of the people of this State. 2, That this meeting farther strongly objects to the Government of this State acceding to the request of the Kurrawang Syndicate, believing that the granting of such request is not in the best interests of the mining industry and of the workers of this State." Public feeling here is very much against the Kurrawang Timber Company.

He would also read to the House a copy of a circular which had been sent to the various mines in the East Coolgardie district:—

At a representative meeting of wood contractors held last night in Boulder city, I was instructed to communicate directly through you in connection with the supply of fuel for your mine. In view of the early cessation of operations by the Kurrawang Company, the wood contractors not connected with that company are prepared to supply all your

requirements under conditions now in vogue. And farther, to prevent the faintest possibility of your being compelled to close down your works for want of an adequate supply of fuel, they guarantee to place at your disposal within a specified time, a two or three months' supply of fuel as a reserve stock, this reserved stock to be supplied quite apart from and in addition to the quantity required by you for daily consumption. To prove their *bona fides*, the outside contractors are prepared to immediately give a substantial bond, guaranteeing the due fulfilment of their offer. The outside contractors will be pleased to receive a favourable reply, either individually or through me.

That was sent by the acting secretary of the wood cutters. In addition, Mr. C. P. Reilly, secretary of the Boulder Chamber of Commerce, wired him thus:—

Have wired Premier, entering strong protest against farther concessions to Kurrawang Firewood Company. Hope your motion will be successful to-night.

He had also received a telegram from Mr. T. Rintoul, secretary to the wood cutters, in these words:—

Representative meeting outside contractors held last night. Our deputation sent strong telegram Premier to-day demanding delay, and officer sent to examine conjunction contractors representative. Also sent offer all mining companies guaranteeing supply under their conditions.

Apart from what local feeling there might be on the question of granting any farther concessions to the Kurrawang Syndicate, it would be interesting for the House to know that on folio 48 of the railway rate book there were laid down the rates of pay for timber traffic. They were as follow:—

The following charges on all Government wagons are to be debited to the respective companies five miles and under:—1s 3d. for each small wagon, 2s. 6d. for each double wagon. Over five miles, 2s. 6d. for each small wagon; 5s. for each double wagon. An additional charge of 4s. per day or part of a day demurrage on each small wagon, and 8s. per double wagon to be enforced if not returned within 24 hours.

It was a remarkable thing that this particular provision appeared in the rate book of Western Australia, and within a few days of the time when the Kurrawang Syndicate came into existence these rates were cancelled to read that "twelve working hours would be allowed." What were the working hours of rolling-stock--would any hon.

member take on himself to define that point? Presumably they were the 12 hours of daylight; but the Kurrawang Company's trains picked up empties at 4 p.m. on Monday and returned them at 8 p.m. on Wednesday, and no charge was made for the time the trucks were running on their lines. Under the amended regulations, the trucks were idle for 40 hours and no charges made—they were idle from the Government standpoint, but from the Kurrawang Syndicate's standpoint they were doing a 40-mile shunt. It would be interesting to know who were the Kurrawang Wood Syndicate. There was a proposition made, according to what the Commissioner of Railways told the House, to increase the rates for the traffic of timber; but the General Manager said the Government must give six months' notice, and yet at the same time the General Manager did not oppose the increase in the freight for coal. In March, 1900, the resident engineer consigned sleepers to Kalgoorlie, and the General Manager intercepted them at the Kurrawang siding. The district superintendent asked that freight might be collected from the Kurrawang Company, but he received word that no freight was to be charged. Would anybody else be dealt with in the same manner? On June 4th the Kurrawang Company owed £10,000 for sleepers, but the amount was to be taken out in water. The district traffic superintendent advised that there was no water available, but he was practically told to "shut up," to mind his business and not interfere with the Kurrawang Wood Syndicate. Then the district traffic superintendent pointed out the need of a charge for rolling-stock over 40 miles, but in reply he was advised by the General Manager on May 28th, 1900, to adhere to the present methods: the Kurrawang Syndicate was allowed to go through while others were charged 10s. and 20s. per day. Probably other people could discriminate where the interests of the Kurrawang Syndicate ended and those of the General Manager came in. It was found that the Government bought two engines for £930 and 28 trucks at £40 each, making a total of £2,980; then £250 was spent in repairs, making a total cost of £3,230.

MEMBER: What had that to do with the Kurrawang Syndicate?

MR. HOPKINS: It had a great deal to do with the syndicate. Subsequently the engines were sold to Mr. Hedges for £1,520. If members would consent to the proposition he had no desire to go into the matter farther, but he intended to go through with the motion. This rolling-stock had cost £3,230, but it was sold to Mr. Hedges for £1,520. The Minister cancelled the sale, and ordered that the rolling-stock was not to be delivered; but in spite of that order the rolling-stock was delivered contrary to the instructions of the Minister. A little later the department purchased, from Baxter and Prince, engines at £930 each. Repairs to each engine cost £250, making a total of £1,180. These engines were sold to the Goldfields Firewood Company for £550 each. Then the Government hired them back again at £3 per day per engine, or at the rate of £1,095 per annum. In view of these instances, and they were only a few clipped from the speech delivered by the Commissioner of Railways—and he took it that if they were not true statements they would not have been made by the Minister—members would be blind to the interests of Western Australia if they consented to the renewal of concessions to any syndicate that had been able to plunder the country to that extent.

MR. G. TAYLOR seconded the motion.

MR. TEESDALE SMITH (Welling-ton) in opposing the motion said he felt somewhat at a disadvantage, as he was interested in the Kurrawang Syndicate. He was practically the originator of the scheme, in conjunction with his partner, Mr. Timms. It showed remarkably bad taste on the part of the member for Boulder (Mr. Hopkins) in bringing up the subject when the matter was practically *sub judice*. If the House passed a motion like this, it would cause a great injury not only to himself personally but to his company. Why should the member for Boulder take upon himself to judge the company before they had been tried. The company was practically under trial, and it was not right for the House to dictate to the Government by passing a motion to this effect. The member for Boulder had made some very wild statements, which he said had been clipped from the speech of the Commissioner of Railways. If that was so and the

Minister's facts were no better than the portions which the member for Boulder had clipped from the speech, then the Minister's facts were not very good. The member for Boulder said the Kurrawang Company had a monopoly.

MR. HOPKINS: It was the public meeting at Boulder that said so.

MR. TEESDALE SMITH: The mayor of Boulder had written to the member asking him to put forward the resolutions which had been carried.

MR. HOPKINS: It was done at the request of the public meeting.

MR. TEESDALE SMITH: Not twelve months ago the mayor of Boulder said that if the woodcutters were not started as soon as possible the mines would be shut up, and the president of the Chamber of Commerce and the secretary of the A.W.A. were present at the time.

MR. HOPKINS: There was a strike on then.

MR. TEESDALE SMITH: It was true there was a strike on. Now the mayor of Boulder turned round and said it was possible to do without the Kurrawang Company.

MR. HOPKINS: It was the public meeting that said so.

MR. TEESDALE SMITH: The mayor of Boulder was a better judge than the public meeting. Was there not as many men getting wood employed by the company as would cut wood if the company was not in existence? The House had a great responsibility, and we had no right to prejudice the case. No newspaper in the world would be allowed to make statements such as those which the member for Boulder had made. As far as the rate-book was concerned the hon. member had said there was a charge of 10s. and 20s. for trucks which the company did not pay; but this was a wild statement. If the Kurrawang Company put a bag of chaff or a cwt. of potatoes into a Government truck, they had to pay 10s. or £1 like everyone else.

MR. HOPKINS: The company never carried any sandalwood?

MR. TEESDALE SMITH: The company never carried any. He was dealing with the point whether the company paid 10s. for a small truck and £1 for a large truck. There was a great principle at stake, and the House should not prejudice anyone without a trial.

MR. F. REID (Mt. Burges): Representing the constituency in which the Kurrawang Company carried on its business, and thus gave a very great deal of employment, he was opposed to the motion. A short time ago he had been a member of a deputation presenting a petition, signed by 480 of his constituents, in favour of facilities being given to the Kurrawang Company to continue its operations. Knowing the conditions under which men employed by small firewood contractors worked, he could take it on himself to say that the House would be acting wisely in rejecting the motion. The member for Boulder (Mr. Hopkins) had stated what he considered to be public opinion on the question. So far as the residents of Mt. Burges district, more especially, were concerned—and a great many of them were people directly interested in the wood-cutting business—he could assure the House that they were in favour of the Kurrawang Company being granted the right they sought, to cross a Government reserve in order to reach beyond that reserve timber country altogether inaccessible to the small firewood contractor. At three or four meetings which had been called by him to test the feeling in his electorate, almost unanimous opinions had been expressed in favour of the Kurrawang Company being granted the right indicated. If the Kurrawang Company were blocked, many of the Kalgoorlie mines would very shortly be closed down for want of firewood. He had questioned the next largest firewood contractor to the Kurrawang Company, as to whether the small contractors could maintain the requisite supply of firewood if the Kurrawang Company ceased operations. The reply, which he would give as nearly as he could in the gentleman's own words, was: "Yes; we can maintain the supply, but only at a cost of £80,000 in horse teams to carry the wood to market; and even then the price will have to be increased."

MR. HOPKINS: Who was the hon. member's authority?

MR. REID: Mr. Matthews. Having mentioned that gentleman's name all over the district, he had no hesitation in stating here who his authority was.

MR. HOPKINS: Another shareholder!

MR. REID: Notwithstanding the number of small contractors, only last

week, when there was a scarcity of firewood at the Government condenser at Coolgardie, the manager had to obtain a locomotive and send to the Kurrawang Company for ten trucks of wood. The small firewood contractors, as against the Kurrawang Company, were almost in the position of the handloom weavers of a hundred years ago in comparison with the textile factories of to-day. Certainly, if the Kurrawang Company were compelled to close down, and even if the small contractors maintained the supply, many of the mines would be compelled to close down owing to the increase in the price of fuel.

MR. HOPKINS: The hon. member had better take a firewood contract, then.

MR. REID: The adoption of this motion would mean that the operations of the Kurrawang Company must cease almost immediately; and then for three or four months the supply of firewood from the small contractors would meet only about half the requirements of the mines. He trusted that hon. members would look at the matter in a broad way and, recollecting that the employment of between four and five thousand men on the Kalgoorlie mines was at stake, would reject the motion.

THE PREMIER (Hon. G. Leake): This motion would not receive his support. [**HON. F. H. PRIESE:** Hear, hear.] It was to be hoped that the hon. member (Mr. Hopkins) would be satisfied with the discussion he had raised. There were one or two difficulties in connection with the motion. To begin with, judging from the tone the debate was taking, it was possible that the discussion might anticipate another matter. [**HON. F. H. PRIESE:** Hear, hear.] That should be deprecated, at any rate at the present juncture. The motion implied that concessions were in contemplation by the Government.

MR. HOPKINS: The hon. gentleman knew that concessions had been asked for.

MR. TEESDALE SMITH: The Kurrawang Company had never asked for concessions.

THE PREMIER: The Government had no concessions to this company in contemplation; but at the same time the Government did not intend to take steps to quash a company merely because it was making money. This company was supplying wood to the mines, in compe-

tition, it was true, with the small woodcutters. The duty of the Government was to see that every person engaged in a particular industry had a fair show. The present intention of the Government—he would not say the final intention—was to reserve for the small woodcutters substantially the whole of the country close to the railroad.

MR. TEESDALE SMITH: Hear, hear.

HON. F. H. PRESSE: That was right.

THE PREMIER: The small cutters could go on this land, and the Kurrawang Company could extend its operations to Crown lands out in the bush. [MR. TEESDALE SMITH: Hear, hear.] The question therefore became one as to the terms on which the Government would allow the Kurrawang Company to cut wood on Crown lands. It would not be fair to say at this moment to the Kurrawang Company, "You have the right to cut in such and such places, and we will lock up the rest of the Crown lands against you."

MR. HOPKINS: The motion did not ask for that: it only asked for restriction *pro tem*.

THE PREMIER: It was his desire to point out to the hon. member some of the questions the Government had to consider in coming to a decision. The Ministry did not want to be hampered by the passing of motions which would practically prevent the Government from even considering an application for permission to cut wood by the Kurrawang Company or any other company, and which indeed might apply with equal force to the small woodcutter. The motion, if passed, would in effect tie the hands of the Government entirely.

MR. TAYLOR: The hands of the Government wanted tying with respect to the Kurrawang Company.

THE PREMIER: The Government proposed to make known on what terms wood might be cut on Crown lands; and they had to consider the rates which not only this company, but other companies—for other applications had been received—should be charged for the carriage of their wood or the running of their trucks over the Government railways. Farther, the Government might be able to carry through negotiations with the Kurrawang Company, or other companies, for rates at which they would carry over their

private lines wood belonging to other cutters.

MR. TEESDALE SMITH: The Kurrawang Company had offered to carry the wood of other cutters.

THE PREMIER: All these little matters had to be considered; and the passing of this motion would tie the hands of the Government and probably bring about the very state of affairs which those supporting the motion professed themselves anxious to avoid. Hon. members should not cripple the firewood trade, but should leave it to the Government to consider each application on its merits, relying on them not to favour one set of people or one individual as against another. If the matter of this Kurrawang Company were one for searching inquiry, then he would suggest that it should not be referred to the John Davies board, but to a select committee.

MR. TAYLOR: A Royal Commission.

THE PREMIER: A Royal Commission would not settle it in a week.

MR. HOPKINS: It did not matter how long it took to settle, so long as it was settled.

THE PREMIER: Any inquiry by an independent body of men, resulting in a definite expression of opinion, could only do good; at any rate in so far as it would guide the Government in the right direction. He would repeat that he did not like the motion, because it implied that the Government had in contemplation the granting of some concession. The word "concession," as he understood it, always implied something not altogether right—the giving of undue privilege or advantage. The intention of the Government was to frame regulations whereby the timber on Crown lands would, under certain restrictions, be thrown open to any syndicate or company on terms which would be fair and reasonable, not only to the State but to the consumer. After these observations the hon. member would not, he trusted, press the motion farther, at any rate this evening. Perhaps some other member would move that the debate be adjourned, because after the dinner adjournment the Treasurer desired to deliver his Budget speech. Of course the hon. member might be satisfied to withdraw his motion after the assurances which had been given.

MR. HOPKINS: The assurances were all right; but he understood that an amendment was to be moved to the effect that a Royal Commission be appointed.

MR. TAYLOR: It was his desire to move an amendment.

MR. J. EWING (South-West Mining) moved the adjournment of the debate.

Motion (adjournment) put and passed.

ASSENT TO CUSTOMS DUTIES BILL.

Message received from His Excellency the Governor and read, assenting to the Customs Duties (Reimposition) Bill.

At 6.30, the SPEAKER left the Chair.

At 7.30, Chair resumed.

ANNUAL ESTIMATES.

Message from the Governor having been received, transmitting the Annual Estimates of Revenue and Expenditure for the financial year 1901-2, and recommending appropriations:

On motion by the COLONIAL TREASURER, the House resolved into Committee of Supply.

FINANCIAL STATEMENT.

IN COMMITTEE OF SUPPLY.

MR. C. HARPER took the Chair.

THE COLONIAL TREASURER (Hon. F. Illingworth): Mr. Harper, this is the first opportunity since we have had responsible Government for anyone, except a well-known face and a well-known voice, to attempt to deal with the finances of this country by presenting an annual statement. I can hardly expect to interest hon. members in the same way as they have been interested on former occasions; if for no other reason, I have not personally loomed with the same advantage as the hon. gentleman who has preceded me for so many years past, and for another reason I have no very great secrets to reveal, no special inducements to offer to the House and the country in the present financial condition thereof. It is my duty to place the condition of the finances of this country, both past and present, before the Parliament now sitting and the people of this State. In former years I have acted somewhat as a critic of the Budget Statements that have been made from year to year, and on each of the occasions on which I have

ventured to criticise the Financial Statement I had but one object, and that was to make, as far as I could, the condition of the country and the finances plain to the people. To-night I particularly desire to do this, because I feel that we have come to the parting of the ways in some respects; and I think it is the will, nay the mandate, of this State that the finances of this country should be clearly laid before the people. I have only, then, one desire, which I may express in the old English phrase: I desire to make the condition of the finances of this country "understanded by the common people." As to the past, the task is fairly easy, but it will take a little time, and I must crave the indulgence of hon. members. As to the future, all that I have to offer is a forecast, based on such data as is available and my best judgment. I have good hope that this forecast will be accurate. To save the time of hon. members and to make the facts clear, I have taken the trouble to prepare abstracts of the figures to which I desire to refer. Hon. members will find them laid on the table, and I hope members will be able to follow me as I proceed.

Revenue of Past Year—Highest on Record.

The first thing I have to say, before dealing with these figures, is to remark that the revenue for the last year is the highest on record. It amounted to £3,078,033 11s. 3d., being an increase on the previous year of £202,637. The expenditure is also a record: last year's expenditure amounted to £3,165,244, being an increase on the previous year of £549,599. The increase on last year's estimate was £265,000. This, I say, exceeds all the years we have experienced except one, notably the boom year 1897-8. The expenditure for that year reached £3,256,912; and the year closed with a deficit of £186,813, although the year began with a credit balance of £315,362. The two amounts aggregated £502,165—over half a million to the bad! The past year began with a credit of £12,371, and closed with a deficit of £74,839; the actual expenditure in excess of revenue being £87,210. The weak point of the year was the railway revenue. The gross amount received was £1,847,089, and the gross amount ex-

pended £1,071,576, a balance to credit of £275,413 (less than 4 per cent.), not sufficient to cover interest on the £7,098,239 invested, leaving absolutely nothing for sinking fund. I will refer to this matter later on, and I will endeavour to impress on hon. members the importance and necessity of considering seriously the condition of our railway system. I will now ask hon. members to turn to the sheet marked No. 1. From that it will be seen, as I have just stated, that the gross revenue for the year was £3,078,033. I will, during the evening, leave out all the shillings and pence for the convenience of members as they have the exact figures before them. The revenue for 1899-1900 was £2,875,395. The increase for 1900-1901 was £202,637. In order that we may see where the revenue comes from, and how expended, I desire to ask members to permit me to divide the amounts in the way that seems to me calculated to give the necessary information. First of all, from what I would be pleased to call trading concerns, that is railways and tramways, we obtained £1,347,089; post, telegraph, and telephones, £210,126; from direct taxation—customs and excise, £992,216; from stamp revenue, £42,495; the companies dividend duty, £67,997; from licenses, £29,821; from probate duty, £3,787; making a total of £1,136,318. Territorial, that is from land revenue, £156,660; mining, £94,631; and from services rendered—hon. members have the figures before them—the sale of water, harbour dues, wharfares, reimbursements, including medical treatment, police escort and protection, savings bank salaries, fees to public officers, fees of court, and miscellaneous, educational receipts, Rottenest Establishment, and interest on cash balances, we received a total of £133,207, bringing up the total, as already stated, to £3,078,033 11s. 3d. Add the supposed credit balance of £12,371 12s. 10d.—I say supposed credit balance, because the Auditor General has shown us there was no credit balance, and as a matter of fact there was a debit balance of £32,402 5s. 9d.—so that the discrepancy (giving a supposed credit when there was an actual debit) amounted to £44,474 18s. 7d. However, for the purpose of this year's expenditure, for the money which had to

be obtained and accounted for, we have a credit balance as stated. If we add the deficiency, £74,839 0s. 3d., we get back to the total of our expenditure, £3,165,244 4s. 4d. I would like hon. members to analyse these figures in order to see what was available for the expenditure of the State, taking our trading concerns first. From railways and tramways and post office we obtained £1,557,215 5s. 3d., and the expenditure on these trading concerns was £1,327,090 4s. 11d. There was a profit on the railways, already referred to, of £275,512 18s., and a loss on the post office of £45,387 17s. 8d.: the net profit of these trading concerns became available for the State Treasurer, and it amounted to £230,125. Then we obtained from direct taxation—customs and excise £992,216, stamps £42,495, companies' dividend tax £67,997, probate duty £3,787, licenses (publicans and others) £29,821, or a total of £1,136,318 14s. 5d. Territorial revenue—land and mining—£251,292, for services rendered £133,207; this gives us the total revenue available, £1,750,943 6s. 4d. Before I pass on I desire to remark that the deficit, which at the end of last year was £74,983, was reduced in July by £10,030, August £15,013, September £31,531, making a total of £56,559; so that the deficit has been reduced to £18,279 12s. 11d. To pass on to our expenditure. First. Special Acts—these I want hon. members to clearly understand the Parliament and the Treasurer have absolutely no control over—the money involved in these Acts of Parliament must be found. Under the Loan Act, for interest and sinking fund we have to provide £486,799; Royal Mint, £20,000; Constitution Act (Governors, Judges, and Ministers), £13,816; payment of members, £10,602; aborigines, £5,000; high school, £1,000; annuities, £245. Under the Commonwealth Constitution we had to provide our portion for the year, £5,774. Then we have to provide for Legislative Assembly, £5,297; Legislative Council, £2,690; His Excellency the Governor, £1,748; and Executive Council, £322; total, £553,298 6s. 9d. Then we come to the Colonial Treasurer's department: police, £118,510; defences, £65,358; customs, £32,598; harbour and light, £21,365; literary, scientific,

and agricultural grants, £16,168; Treasury, £9,109; pensions, £5,968; Government stores, £5,411; London Agency, £5,020; aborigines department, £5,000; refunds, £2,330; and Premier's department, £1,432; making a total of £288,273. Then we have under the head of miscellaneous the large sum of £134,657. Hon. members will see where the money went, from the papers before them: I will not weary hon. members by reading the items. The Commissioner of Railways, as I have already mentioned, had for railways and tramways £1,071,576, and works and buildings £324,123, making a total expenditure of £1,395,699. The Commissioner of Crown Lands expended £77,138; the Minister for Mines, £92,814; the Attorney General, as hon. members will see, £56,324; and the Colonial Secretary, £567,038 7s. 11d. This brings up our total expenditure to £3,165,244 4s. 4d.

Loan and Trust Funds, how used.

Before I pass on, I will call hon. members' attention to the trust funds, particulars of which they will find on the papers before them. Members have asked the question how the Government came in with a deficit and yet were able to carry on, and others have asked what has been done with the trust funds. I think it desirable to answer these questions. As I said, we had a deficit of £74,000. To enable the Government business to be carried on satisfactorily, certain moneys had to be drawn from the public account and placed to the credit of paymasters, etc. These advances amounted to £34,940. It was also necessary to take moneys out of the public account to enable the Government Storekeeper to stock goods for services of the consolidated revenue fund, from time to time, as required. Hon. members know something about these stores. They used to amount to between £600,000 and £700,000: to-day they only amount to £292,916. In all, the moneys lent or advanced from general loan fund and trust fund amounted to—loan fund £163,699, trust fund £238,996; total £402,696 10s. 10d.

General Loan Fund.

Coming now to the General Loan Fund—I have also laid on the table the corrected

figures up to the 30th June, which I used when I was dealing with the Loan Bill—I think it unnecessary to weary hon. members by going over the matter again, as it is practically the same thing as we dealt with before, though with a few slight corrections. Speaking generally of the Loan Fund, the proceeds of the sale of stock between 1st July, 1896, and 30th June, 1901, including balance brought over from old loans, amounted to £6,522,338 0s. 10d. To this must be added Treasury bills issued £1,000,000, and sale of locally inscribed stock £1,052,700, making a total credit of £8,575,038 0s. 10d. The expenditure during the same period was £8,054,960 8s. 7d., leaving a balance unexpended to the credit of the Loan Fund amounting to £520,077 12s. 3d. From this we must deduct an amount lent to the Consolidated Revenue Fund from Loan Fund of £163,699 15s. 6d. Thus we have a balance of £356,377 16s. 9d., less amount expended on stores £211,551 5s. 4d., and advances made to paymasters £34,167 11s. 10d.; in all leaving a balance of £110,658 19s. 7d., represented by money in London £82,754 10s. 7d., and money in Perth £27,904 9s.

Trust Fund Account.

With regard to the trust funds, the credit balance to Trust Fund on 30th June, exclusive of trust funds in connection with the Post Office Savings Bank, was £536,193 19s. 2d., less amount lent to revenue £238,996 15s. 4d.; balance, £297,197 3s. 10d.; from which must be taken cash invested, advances and stores (trust), £236,699 2s. 2d., leaving a balance of £60,498 1s. 8d., which, with balance on General Loan Fund of £110,658 19s. 7d., shows the amount available for expenditure on 30th June last on all accounts is £171,157 1s. 3d., including cash on fixed deposit £21,209 13s. 8d., cash *in transitu* and in chest £45,706 17s. 11d., and cash in banks and in London £104,240 9s. 8d., making a total of £171,157 1s. 3d. These are the funds just as they stand, and hon. members can see how the moneys were expended. I do not propose to enter into any criticism of these figures, which are now beyond the control of the present Government, the money having been expended. I have given the figures and

the amounts in which the moneys have been expended, and I think it unnecessary to detain the House by entering into any comments of my own.

Imports and Exports.

Now I want hon. members to follow me, while I speak for a moment or two on figures relating to the Custom-house. The total value of importations, exclusive of coin and bullion, for 1899 was £4,467,599. I have not been able to print these figures for hon. members, but I hope they will be able to follow them. The increase for the year in imports of merchandise is £1,490,441. The total value of exports of merchandise, dealing with the merchandise first, in 1899 was £1,454,582. In 1900 it was £1,302,167, being a decrease in exports of £152,415. The total value of coin, gold, silver, and bronze imported in 1899 was £5,245. In 1900 it was £4,118. The total value of exports of coin, gold, silver, and bronze for 1900 is £1,750,763. Here we begin to see the effect of the operations of our Mint; for while a considerable amount of gold was exported in bullion and in bar, there was also a considerable amount of gold exported in coin. The total value of exports of gold bullion in 1899 was £5,451,368, and of coin only £79,692; and in 1900, bullion £3,799,124, and of coin £1,750,763. Thus in the total exports of coin and bullion there was an increase of £18,827. Our total exports amounted to £6,852,000, imports £5,962,178. Our total exports and imports were £12,814,232, being an increase for the year of £1,355,058. That expresses the increase of trade.

Wool Industry.

There is one item I want to remark on just in passing, and that is wool, which is one of our leading exports. The clip for 1899 was 9,948,417lbs. In 1900 it was a little less, but not very much, 9,094,743lbs.; the decrease thus being 853,664lbs. The price, however, fell; and consequently while in 1899 we obtained £423,296 for our wool clip, in 1900 for almost the same quantity we obtained only £270,718. An extract from an English paper I have here reads:—

The Australian Wool Market.—The sales for the season July 1, 1900, to June 30, 1901,

amounted to 718,677 bales, of the gross value of £6,176,083, thus averaging £8 11s. 10d. per bale, as compared with 807,031 bales, of the gross value of £13,503,594, and an average of £16 14s. 8d. per bale, in the season 1899-1900. The average per bale last season was thus not much more than one-half of that reached in 1899-1900, which was the highest on record.

This is a very material change in one of our leading exports, and accounts for the limited amount which is credited to it in the export returns. The year was not a good one for pastoralists, not because of any failure in the wool clip, but because of the competition from other places, and the low prices which in consequence our wool obtained in the market.

Farm Produce.

There are some farther items in connection with the Custom-house deserving of notice. Bran, pollard, grain, flour, hay, chaff, potatoes, onions, and green fruits we still have to import very largely: the return shows to the value of £263,551. Then there are the imports of butter, bacon, ham and tongues, cheese, milk and eggs. Eggs I may mention in particular: we imported no less a quantity than 1,354,913 dozen. If we add the value of sheep and cattle imported, £185,055, we have £928,000, or very nearly a million of money which this country has sent out in the last year for produce that ought to be grown and raised in this State. Hon. members will thus see that there is plenty of room, notwithstanding the advance of our agricultural industry, for farther progress in the same direction.

Population and Increase.

I now pass on to the question of population. On 30th September, 1901, our population stood at 192,130; of whom there were males 117,649, and females 74,481. It may interest hon. members to know that the arrivals and departures for the year ending 31st December, 1900, showed an excess of arrivals of 5,900; the arrivals being 24,921 and the departures 19,021. For the nine months ending 30th September, the arrivals were 25,060, and the departures 13,595; showing an excess of arrivals of 11,465. [SEVERAL MEMBERS: Hear, hear.] The births and deaths for the year ending 31st December, 1900—births 5,414, deaths 2,200—show an excess of births over

deaths of 3,214. For the nine months ending 30th September, 1901, the births were 4,408 and the deaths 1,905, the excess of births thus being 2,503. [MR. GEORGE: Hear, hear.] The excess of arrivals over departures 11,465, and the excess of deaths over births 2,503, show a total increase in our population for the nine months of 13,968, or an average monthly increase of 1,552.

Coloured Immigration.

Hon. members—especially those who sit on the Labour bench—may be interested to know that the Government have commenced to take particular statistics in regard to Asiatics. [LABOUR MEMBERS: Hear, hear.] The result is not very satisfactory from my standpoint, and I do not think it will be regarded as satisfactory from the standpoint of the Labour members.

MR. DAGLISH: I am glad you have come round.

THE COLONIAL TREASURER: There was nothing for me to come round about, on this question. Nationalities have been tabulated only this year. During the past nine months, however, there have arrived in this country, Malays 200, Chinese 103, Indians 17, Afghans 20, Manilamen 85, Japanese 19, African native 1, American native 1, and "indefinite" 1. The indefinite was a Jew—perhaps a member of one of the ten lost tribes. The total, therefore, of Asiatics who have arrived during the nine months is 451.

MR. JOHNSON: That is 451 too many.

Gold Production.

THE COLONIAL TREASURER: Next a word or two as to the goldfields. The total production of gold from 1886 to 31st December, 1900, was 5,917,630ozs., valued at £22,486,996. For the nine months from 1st January to 30th September of this year, the total production was 1,360,840ozs., valued at £5,239,237. So that since 1886 to 30th September last the country has raised 7,278,470ozs. of gold, of the value of £27,726,233. [SEVERAL MEMBERS: Hear, hear.] This item of gold production ought always to be kept in mind when we speak about our national debt. The last month, September, was the highest month but one we have ever had. The exception is

October, 1899, when the gold production reached 205,186ozs. Last month, September, the production was 180,662ozs. The dividends paid up to July 31st, 1901, amounted to £5,478,119. For the first seven months, January to July of this year, we paid in dividends £508,295. For the 12 months of last year, January to December, we paid in dividends £1,394,705.

Mint, Results of Working.

In connection with gold production, a word about the Mint. I would remark that our Mint is not used as freely as is desirable. With a Mint available here and with charges lower, as I understand, than in the other States, it is difficult to understand why our gold producers do not use the Mint more freely than they do. A large quantity of gold leaves this State in bullion, and there may be, as I think there are, good reasons for that; but a considerable quantity goes out of this State to the Eastern States, to be minted there; and that is a thing I cannot quite understand, seeing that the rates there are not lower than here, and indeed in many cases they are higher. The financial results of the Mint it will be well for hon. members to note. We know that annually, under the Acts 59 Vict., 12, and 63 Vict., 2, £20,000 is voted for the maintenance of our Mint. For the year ended December 31, 1900, we expended on the Mint only £16,709 6s.; so that we had a balance out of that amounting to £3,290 14s. The Mint fees and charges brought in £12,574 10s. 11d.; so that the net cost of our Mint was £4,134 15s. 1d. There is, of course, nothing left to pay for interest or sinking fund on the building. We may naturally expect, and I hope I am not astray in my expectation, that our Mint will be more used than it has been in the past; and in a little while I hope the Mint will not be an expense to the country so far as its working is concerned, but will I hope be a source of profit.

HON. F. H. PRESSE: It is not likely to be taken up by the Commonwealth Government, I suppose.

Timber Trade and Export.

THE COLONIAL TREASURER: I want to say a word about our timber trade. We established a Woods and

Forests Department in this State in 1895; and up to the end of the year 1900 the department showed a profit of £67,948 3s. 4d. Last year's operations showed a revenue from rents, royalties, etcetera, amounting to £15,525, and an expenditure of £2,648; so that the year's profit was £12,877 7s. 4d. The free distribution of trees to schools, recreation reserves, municipalities, and other institutions amounted to over 37,000 trees, being nearly 100 per cent. increase on the previous year. In the matter of exports for timber, the total for last year showed a considerable falling off to the extent of nearly £100,000 in value, yet exports reached a total value of £458,778, principally jarrah and karri; and if to this we add the sandalwood, which showed an increase of over £9,000, we have a total of close on half-a-million pounds worth of exports, namely £497,816. Still there was a falling off in the timber trade for that year, which I hope the present and future years will make good.

Land Settlement—Progress.

If we turn to land settlement and agriculture, we have a few important figures which will interest hon. members. Lands alienated amounted to 3,462,486 acres, being the total up to date; lands sold or in process of alienation, 3,156,798 acres; these together making a total of 6,619,284 acres. Then we have leases (other than mineral) amounting to 87,291,511 acres under pastoral leases, and 84,470 acres under mineral leases; so that the acreage in occupation in the whole of this State amounts to 98,995,265 acres. But the unoccupied Crown lands still amount to 530,593,535 acres, out of a total area of 624,588,800 acres; so that we have ample room for people to come to this State, and we have plenty of land on which they can settle. During the seven months of this year there have been added to the lands conditionally alienated 187,816 acres, and over ten million acres have been added to the lands under pastoral leases.

Agriculture.

If we turn to agriculture proper, the total area under crop, including orchards and vineyards, amounts to 201,946 acres, being an increase of 15,579 acres as compared with the previous year, and that

year also showed a large increase as compared with the year before. Such increases, if maintained, will soon meet, I hope, the demands of the State for agricultural products, and hon. members will see there is plenty of room for the extension of our agricultural industry. The developments which have taken place in the settlement and cultivation of the soil during the past four years are worth noting. The acreage under crop has increased nearly 100 per cent. The area under wheat increased from 31,000 to 74,000 acres; under oats, from 1,700 to 5,800 acres; and the acreage under orchard cultivation increased from 2,300 to 5,100 acres. We have also, it is satisfactory to note, not only an increase in the acreage, but also an increase in the yield per acre. Wheat maintained the previous year's record within a decimal point, being 11.44 bushels per acre, as against 11.61 in the previous year. The yield of oats was the largest average the State has ever known, being 18.67 bushels per acre. In root crops generally the increase was over 100 per cent., being six and a quarter tons to the acre. This State last year stood highest (bracketed with Queensland) in the average yield of wheat, going over 11 bushels, while South Australia averaged only four bushels, and Victoria only seven bushels per acre. Taking the past four years' averages, the figures stand thus: Western Australia 10½ bushels, South Australia three and a half, and Victoria six and three-quarter bushels per acre. In money value the crop of Western Australia realised £1 15s. 1d. per acre, that of South Australia realised 12s. 4d. per acre, and that of Victoria realised 18s. 9d. per acre.

Land Leases—Increase.

During the last year there have been 1,265 conditional purchases approved, as compared with 935 last year; embracing 194,501 acres, as against 141,101 acres last year. Also 367 homestead farms taken up, in comparison with 276 last year. Grazing leases increased from 28 to 71, embracing 94,599 acres, as compared with 31,934 acres last year. Eight poison leases have been taken up, as compared with two leases last year. These figures make a total of 1,711 approved applications for 359,557 acres,

as compared with 1,241 approved applications last year, embracing an acreage of 225,622 acres. In the matter of non-alienable lands, the leases of pastoral, residential, and miscellaneous have all largely increased; timber leases only showing a decrease. There have been leased during the year 31,587,451 acres, giving a grand total of 31,947,008 acres. These results are sufficient, I think, to show that notwithstanding all that may be said about Western Australia being "sand," yet people are satisfied to take up large quantities of land in this State for agricultural and pastoral purposes. I believe that the more we know of this territory, the more satisfied we shall become in regard to the land. I believe there is a deep-seated prejudice against West Australian land, and very unfair and unjust comparisons are frequently made.

MR. JACOBY: In this House, too.

THE COLONIAL TREASURER: I know a little about Victoria, which is supposed to have good land; and I have often said to those persons who make derogatory remarks in regard to the land in this State, that south of the Great Southern Railway line there is as much first-class land as there is to be found in Victoria; and yet no one ever says Victoria is anything but a good agricultural country. I believe that going northward of Perth, in the Victoria district as far as Northampton and beyond, there is a vast quantity of land that, rightly handled, would give satisfactory returns to those who would cultivate it. But, of course, it is a question of population; and when we get a good local market, I feel that a large extent of this country will be taken up. If we could only get hold of the Midland Railway lands, and have them under occupation on the same liberal conditions as apply to the Crown lands of this State, we should do a great deal towards curing the deficiencies in the agricultural productions of this State.

Live Stock—Increase.

Turning to the Stock Department, the Chief Inspector of Stock reports that last year was one of undoubted prosperity; exceptional rains and abundant pasture. In regard to importations for the twelve months ended June last the cattle imported were 11,713, as against 9,166

for the previous year. Last year large quantities were received from East Kimberley, which had been closed for some time on account of tick. The number of sheep imported was 69,907, as against 80,330 last year; horses imported were 1,450, as against 668 last year; of bulls, 76 were imported this year, as against 47 last year; rams, 1,548 imported, as against 833 last year; and ewes imported for breeding purposes were 288, as against 148 last year. Stock generally has steadily increased for the last four years. For instance, horses have increased from 57,527 in 1896 to 68,231 in 1901. Cattle in 1896 numbered 199,793, while in the present year the number is 338,665. Sheep have increased from 2,248,976 last year, to 2,431,861 this year; and pigs from 31,154 to 61,696. The expenditure in the Stock Department last year was £2,865 8s. 5d., and the revenue £1,398 17s. 6d., showing the cost of the department to be £1,466 10s. 11d.

Labour Bureau, Results.

We have an institution in this State called the Labour Bureau, and the report of the past year's operations shows that the work done is very satisfactory. Not to overload my statement with figures, I may say there has been full employment, and more, for all classes of labour. The Superintendent states 1,610 applications for work were made to the Bureau, being an increase of 453 on the previous year; and of these applicants 129 were farm hands and 792 were general labourers. The sister State of Victoria leads the way hither, having sent 561 who applied to the Bureau for work, and the United Kingdom sent 283. There were 843 situations found for those applying, and one good feature was that 678 of the applicants were sent to situations in country districts, and only 165 in the town. Reports from all parts of the State are encouraging in regard to the demand for labourers.

Agricultural Bank.

I want to make a remark or two about the Agricultural Bank. The total approved loans for the year amounted to £122,820; the amount paid over on account was £94,467, leaving a balance in hand (awaiting farther certificates) of £28,252. The improvements effected were: clear-

ing, 55,734 acres, at a cost of £141,231; cultivation, 41,296 acres, at a cost of £33,813; ring-barking, 59,291 acres, at a cost of £6,733; fencing, 26,576 acres, at a cost of £8,973; drainage, works, wells and tanks, and farm buildings, £15,698; making a total of £206,448. The revenue of the Bank was £4,717 11s. 1d. and the expenditure £4,342 11s. 2d., leaving a profit of £374 19s. 11d. So that this useful institution is now no charge upon the State, thanks to the unremitting energy of the manager, Mr. W. Paterson.

The Savings Bank.

As an indication of the prosperity of any country, and ours in particular, we may take the Savings Bank. The amount of deposits for the year was £1,333,376; and the amount of withdrawals £1,053,938, leaving a balance in favour of deposits of £279,438. The number of depositors has also increased; the accounts opened during the year numbered, 20,244; and those closed numbered 14,551, an increase in depositors of 5,693. The present number of depositors is 39,780. The total amount to the credit of depositors is £1,578,582, and the average amount per depositor is £40 2s. 7d. If members take these figures into consideration they will see that here they have a strong indication of the prosperity and soundness of the State in regard to the condition of the people. We have a large number of depositors, and the average deposit is over £40 per head. The investment in regard to these funds may interest members. First, in municipal debentures, £27,500; water-works debentures, £388,264; mortgage bonds, Agricultural Bank, £94,000; debentures under the Agricultural Bank Purchase Act, £27,315; locally inscribed stock, £488,540; mortgages on freehold properties, £86,337: making the total investments £1,111,956. The cash in the Western Australian Bank at the end of the year was £484,642; cash in transit, £18,380; making a total of £503,022.

Education—Extension.

A few words on education, and I shall have done with the past. Satisfactory evidence of the increasing population of the State will be seen from the fact that the scholars in the schools have increased

by 2,500. Last year the increase was 1,600, but the increase for two years was 4,100. Our friends on the goldfields are responsible for one-third, which is an evidence, therefore, that we are obtaining one result for which we have striven—we are getting the wives and families on the goldfields, with the husbands. The total number on the roll of the schools is 18,557, with an average attendance of 14,663. There are 380 teachers, and 171 assistants, making a total of 551. The number of schools open is 218, an increase of thirteen for the year. Thirteen new buildings have been erected and many of the old ones have been enlarged. There has been expended on buildings during the year £45,500. The aggregate cost of education was £86,930 2s. 1d., plus £1,000 to the High School. The average cost per head, including administration, is £4 17s. 3d. I want to call attention to the expenditure on State schools since 1891. Without troubling members with the figures for the various years, the total amounted to £248,538 for schools. We propose this year to increase the school accommodation to the extent of £35,085. This will bring the expenditure on school buildings up to £283,623. This year education will cost us £108,615, and the buildings £35,085, making a total of £143,700, which is over 16s. per head of the population of the State. Hon. members will see that whatever else we have neglected, the schools and the children have not been neglected, and I hope we shall never have to neglect them. At the same time it is not possible to comply with all the applications which are being made at the present time. From all over the country there are applications for schools and school teachers. We are doing our very best to meet these demands, but the country is very much scattered, and the expense of education is running into a very considerable sum, so that it is not possible at the present time to provide as many facilities for education as we would desire. But the country has never regretted the expenditure on schools, and I do not think it ever will.

Salaries of Civil Servants.

I want just to have one word, before I close the figures for the present year, on the question of salaries. The salaries

paid by the State have been steadily growing. In 1899 the expenditure on salaries and wages, including railways, amounted to £1,181,949, that is one-third of the whole revenue of the State. In 1900 the amount rose to £1,236,391, and in 1901 it rose to £1,357,643, and this year the estimate is £1,588,598. Applications came to me as Treasurer this year for increases, although an order had been sent out by the former Government that no increases were to be granted over £200 a year, and only £10 increase then. Notwithstanding the fact that the order had been issued to all departments, when the Estimates came to me there was over £40,000 on the Estimates for increases. When I looked into these applications I found the system which had been in vogue is one that does not appear to be satisfactory. Members of the civil service have been advanced, not because of merit, nor because of their qualifications, but because they have been so many years in the service. I have asked some of those gentlemen who have come to me: "What were you doing so many years ago?" "I was keeping a ledger," was the reply. "What do you do now?" "I keep a ledger." "Are you keeping it better than you did so many years ago?" "I do not think so." "Then on what basis do you expect an increase in salary for this year?" This system of increasing salaries year by year, because time is passing, has nothing to recommend it to my mind or to the minds of members of the Government as being an equitable basis for dealing with our civil service. Consequently we felt it was not desirable, to say the least of it, even if we had the money (and we found we had not) to continue the system.

Merit and Qualification.

The Government propose to go in for classification of officers, to place them in a position of merit and qualification. I do not think we can for ever go on giving increments to officers because the years are going by. I find, and I think other Ministers find in their departments, that injustices are being done in reference to salaries, and we tried to amend this, but under the present system we found it absolutely impossible. Then came the difficulty of the Treasurer. It was decided to give no increases at all over £200;

that is to say, we will carry out the instructions left us by the former Government to the letter, and no increases are to be given over £200, and then £10 increases only.

MR. W. J. GEORGE: That will apply to the whole of the service?

THE COLONIAL TREASURER: To the whole of the service. It is exceedingly unpleasant for Ministers, and it is equally unpleasant for the Treasurer, not to be able to give increases when they are asked for, especially when we feel that increases are deserved. If we give an increase to Jones, who is worthy, Smith, Brown, and Robinson, who may not be worthy, expect increases on the basis that they have been as long or longer in the service than Jones. A system like this cannot possibly be satisfactory to the State or to the officers. The Government propose during the recess to endeavour to organise some system by which the civil servants will be placed on a more satisfactory basis, and the increases given in a more equitable manner. I have now dealt with the past. As I said at the outset, this Government had not very much to do with the past year, either for good or for evil. We have to be judged upon the present and the future.

The Future—Revenue and Expenditure.

Now I come to speak particularly of the future. If hon. members will take the small sheet marked 3, they will find the figures to which I now refer—the revenue for the year ending 30th June, 1902, I estimate will be £3,417,000. This is the very largest estimate this State has ever seen; but I have good hope that it will be realised. I expect that we shall collect by the Commonwealth through the Customs £1,084,500. Post, Telegraphs, and Telephones I estimate will yield £227,500; and money that I expect the State will collect from its own resources amounts to £2,105,000. These items make a total of £3,417,000. As I said before, this is a very high estimate; and I have good hope that the present prospects of the country, taken all round, will verify this forecast.

Estimate of Revenue—Analysis.

In making an analysis of what I estimate, the first thing to be taken into

consideration is our trading concerns. I expect from our Railways and Tramways £1,452,000, and from Post and Telegraphs £227,500. From the trading concerns therefore I expect in all £1,679,500. As for direct taxation, I expect from customs and excise £1,084,500; from Dividend Duty Act taxes £80,000; from stamp revenue £49,000; from licenses £33,800; and from probate duty £10,000: making a total estimated revenue from direct taxation of £1,256,800. As regards territorial revenue, I expect from land £160,250, and from mining £123,800. This makes a total estimated territorial revenue of £284,050. My estimate of revenue from services rendered is as follows: Reimbursements-in-aid, £28,850; harbour dues, £25,000; fees of public offices, £22,400; fees of court, fines, etc., £18,300; water receipts, £18,100; interest on cash balances, £4,500; educational receipts, £1,850; wharfage dues, £1,200; and Rottuest Establishment, £400. The total estimated revenue for services rendered in the year is thus £120,600. Now for "Miscellaneous." The first item is Leonora Railway receipts during construction. Hon. members know that a railway is being constructed by the Railway Construction Branch from Menzies to Leonora. That line is now fairly advanced, and we are able to undertake some of the duties of a railway. The Railway Construction Branch expects to get for us on that railway for services a sum of £40,000 during the year. There is, farther, a sum of £1,000 expected from the Goomalling Railway under the same conditions. From the Royal Mint I expect to get £15,000; and from rents other than land rents, I expect to derive an amount of £2,500. Other special funds will amount to £17,550, making the total revenue expected from "Miscellaneous" £76,050. Thus we arrive at a total estimated revenue of £3,417,000. If we look back on the past now we see that in 1899 the revenue of the State was £2,478,811, in 1900 it was £2,875,395, and in 1901 £3,078,033. The last is the highest revenue, except for the boom year of 1893, in which we had a pretty big return. However, that boom year left us with a big deficit; and, therefore, I will not take it into consideration now. I ask hon. members to follow

this analysis of the estimated revenue, as I particularly want to show them what we are likely to have available, and how we propose to expend it. That is the one question of the Budget, really. We expect to get from our trading concerns, railways and tramways, £1,452,000, less expenditure £1,121,896 18s. 4d., so that what we shall have from railways and tramways is £330,013 6s. 8d.; less the loss on Post and Telegraphs, where the expenditure is £255,500, and the revenue £227,500, leaving a loss of £28,000. Therefore, the net profit on trading concerns is estimated to amount to £302,013 6s. 8d. From direct taxation I estimate we will obtain £1,256,800; from territorial revenue, £284,050; for services rendered, £120,600 and for miscellaneous services, £76,050. So that the gross total revenue available, although we have an estimated revenue of £3,417,000, will be, after we have dealt with Railways and Customs, only a sum of £2,039,513 6s. 8d.

Estimate of Expenditure—Analysis.

Now we come to the expenditure, and I desire hon. members to follow me in disposing of this expenditure, as it reduces the amount available. First of all, there is the

Commonwealth Expenditure,

which is absolutely unalterable, and which amounts to £7,550. There are the Customs expenses, £32,500; naval and military defence, £27,000; and our proportion of Commonwealth expenses, £16,000. That is what we estimate the cost of Federation will be for this State during the coming year in the shape of direct expenses.

Mr. GEORGE: What, only £16,000?

THE COLONIAL TREASURER: Next, hon. members will notice that we have to deal with

Interest and Sinking Fund

on loans, £592,334 14s. Of this there is £35,000 due for sinking fund on the Coolgardie Water Scheme. For the next year, commencing on 1st January, the amount of the sinking fund on the Coolgardie Water Scheme will be £75,000. Next, we have the Royal Mint, £20,000. That expenditure is by Act of Parliament, as I have explained, and therefore

cannot be altered. Then his Excellency the Governor and their honours the Judges, £15,410. Payment of members, £14,200. Perhaps hon. members would like to strike that item out? Aborigines, £5,000; High School, £1,000; pension for Sir Alexander Onslow, £708 6s. 8d.; pension due to Sir John Forrest, £500. I am not sure whether Sir John Forrest will draw it: if he does not, I shall have another £500 to dispose of, and an annuity for Lady Broome £150.

MR. GEORGE: Why should he not draw it?

THE COLONIAL TREASURER: There is no reason why he should not; but he has not drawn it in former times, although I think he may now be entitled to draw it.

MR. HOPKINS: Better get it settled, or he may have an account against you for arrears.

THE COLONIAL TREASURER: Thus we have left, after deducting these special amounts which Parliament cannot touch or alter, only £1,314,709. Then we come to the

Special Items.

His Excellency the Governor, that is the house account, £1,674; Executive Council, £325; Legislative Council, £2,375; and Legislative Assembly, £5,765; a total of £10,139. I think hon. members will agree with me when I say these figures also are absolutely unalterable. That brings our balance down to £1,304,570 12s. 1d. Then I think hon. members will agree with me that it is desirable we should pay our debts. We have to clear off a deficit of £74,839.

MR. GEORGE: Is that accurate?

THE COLONIAL TREASURER: There is another threepence, which the hon. member may have if he likes. We have, therefore, after providing for the deficit, a balance available for expenditure by the Government of only £1,229,731 11s. 10d.; although the revenue is the highest this State has ever estimated. Hon. members will see on the next page of the statement before them the proposed expenditure. First of all there are the departments of the Premier and Attorney General.

MR. TAYLOR: I thought the Premier was going to abolish his department?

THE COLONIAL TREASURER: Some hon. members may not know that the Police Department, which was originally included in the Colonial Treasurer's Department, has been transferred to the Premier's Department—a change I think desirable. The Audit Office has also been transferred to the Premier's Department. Hon. members will see that we have on the sheet—Police, £127,456; Stipendiary Magistrates, £31,163; Supreme Court, £12,932; Lands and Titles, £8,723; Audit, £6,920; Premier's Department, £6,545; Aborigines, £5,000; Crown Law Officers, £4,960.

MEMBER: Aborigines again!

THE COLONIAL TREASURER: Yes; Aborigines appear twice, once in the Act and once in the vote. Then we have Friendly Societies, £2,180; Official Receiver, £1,890; Patents and Trade Marks, £1,365; Curator of Intestate Estates, £710. Consequently the Premier will expend out of this sum, on what I take to be items absolutely necessary and incapable of reduction or alteration, a sum of £209,845. This reduces the available balance to £1,019,886. Then there is the Colonial Secretary's Department. First of all we have, under the heading of educational, £108,615; then under medical and public health, £86,756; Government Printer and Photo-Lithographer, £38,098; gaols, including Rottnest, £29,505; charities, £23,982; registry and electoral, £11,488; Observatory and Government gardens, £5,220; departmental, £2,245. It seems to me, after going carefully into the items, that the Colonial Treasurer has no chance of materially decreasing the amounts. We have, therefore, £305,912 to provide for the Colonial Secretary's Department. Thus our available balance is reduced to £713,973. Then we come to the Colonial Treasurer's Department, where we have to provide for harbour and lights, £27,000, agricultural, literary, and scientific grants, £15,050; Government stores, £9,124; Savings Bank, £6,986; pensions, £6,661; London Agency, £4,607; explosives and analytical, £2,025; refunds, £1,000; departmental, £9,434; and miscellaneous, £126,127. I will give hon. members an analysis of this expenditure in a moment or two. This reduces our available balance to £505,839. [Seve-

ral interjections.] I put it in this way in order that hon. members may realise how and where the money goes. I want to be understood. I am not attempting any elocutionary effect, but am simply trying to be understood. Next comes the Minister for Lands. For Lands and Surveys we require £58,997. For rabbits we need £12,400. I will just pause to state here that I am afraid we shall have bad news for hon. members on the rabbit question before very long. We have reports of rabbits being a great deal nearer to Perth than ever we anticipated. If these reports prove correct, we shall have to reconsider our expenditure on the item of rabbits. Next comes agricultural development, £9,898; woods and forests, £3,352; Stock Department, £2,677; Agricultural Bank, £1,606; fisheries, £2,625. This gives a total of £91,556 for the Minister for Lands. I think hon. members will agree that we can make no material alteration in that amount. Our available balance is now reduced to £414,283. Then comes the Minister for Mines, whose department will require for mines £103,869, and for geological surveys £4,170. The balance available for the Minister for Works, in which balance so many of us are interested, is thus £306,243. [Several interjections.] When we come to the Minister for Works, I may say he did his best not to spend money; but his estimates when they came to me in the first instance were £100,000 more than they are now, and the Minister had to go to work again and cut them down. Indeed the Minister for Works is the only squeezable man we have got.

MR. HOPKINS: It is time some of the others were squeezed.

THE COLONIAL TREASURER: If the hon. member will point out who they are and how this can be done, I shall be glad indeed.

MR. HOPKINS: I will do that later.

THE COLONIAL TREASURER: The Minister for Works proposes to spend on public works £167,928, and on public buildings he proposes to spend £135,831, including salaries. This brings out a balance of £2,484 3s., which I propose to carry over to the credit of next year. The position suggested by what I have said reminds us of one we read of in the olden time, who, when asked to feed a

large number of people, said he only had five barley loaves and two small fishes, and what were they among so many?

MR. GEORGE: But what about the twelve baskets of fragments gathered up after?

THE COLONIAL TREASURER: The hon. member will hear about the twelve baskets later.

Expenditure—Miscellaneous.

I think hon. members would like to hear some explanation of items which appear annually in our Estimates under the heading of Miscellaneous. Hon. members will notice in the printed figures placed before them, that the first thirteen items under the head of Miscellaneous represent money expended or for which the present Government were committed by the former Government. These amounts (omitting shillings and pence) are:

Royal Highnesses' Celebrations	27,000
Award and Costs (Harney and others v. Crown)	10,078
Recoup Savings Bank Loss, Coolgardie Exhibition	3,337
Glasgow Exhibition	3,000
Grant—£ for £ Fallen Soldiers' Memorial	1,000
Grant—£ for £ Home of Peace	500
Purchase of Land—School Teachers' Quarters	995
6,000 Copies (Golden Gate)	350
Balance due on 10,000 copies Review of Reviews	6
Cost of Statutes for Members of Parliament	270
Balance due on Commonwealth Celebrations	100
Compensation—R. G. Burges, Award Gratuities—J. Adam and Lieutenant Bryan	90
	250

Total (including shillings and pence) ... £49,977

In reference to "loss on Coolgardie Exhibition," I hope this is the final account to be paid in connection with that undertaking. There has been a recurring claim on the Government year after year, and I hope this is the last we shall have to deal with in this connection.

MR. R. HASTIE: What is the meaning of it?

THE COLONIAL TREASURER: It means that when the Coolgardie Exhibition was projected, the Government guaranteed a certain amount towards the expenditure. The Municipal Council of

Coolgardie also promised a certain sum; and as the Exhibition did not prove to be a success financially, the State has had to pay the deficiency.

MR. W. J. GEORGE: Could not Coolgardie pay its debts?

THE COLONIAL TREASURER: The Exhibition committee could not. There was a grant or promise made by the former Government of pound per pound towards the cost of the Fallen Soldiers' Memorial; and as the people in this State have subscribed £1,000 towards that object, the Government have now to provide another £1,000 in accordance with that promise. There was a similar promise made of a grant towards the Home of Peace, for which £500 is here provided. The item of £350 is for 6,000 copies of a book called the *Golden Gate*, which I believe is a valuable work, written by a member of this House and purchased by the former Government. From information received, I believe it is an excellent work, and calculated to promote the interests of this State. It was written by a gentleman named Diamond, and I believe he is a member of this House. The item of £6 1s. is the balance due for 10,000 copies of the *Review of Reviews*, purchased on account of an article appearing in it relating to Western Australia, the copies having been distributed free in various directions.

MEMBER: What was the article about?

MR. J. GARDINER: The pedigree of the Forrest Administration, perhaps.

COLONIAL TREASURER: I want to call attention to the item of £270 for the cost of supplying printed Statutes to members of Parliament. I question whether hon. members realise sometimes what is involved in the requests they make when asking for grants involving expenditure. Most members who have been here for years have their copies of the Statutes, though I do not know whether they make any great use of them. Here we have to provide £270 for copies supplied.

MR. GEORGE: They were supplied over two years ago. They were rotting in the vaults.

THE COLONIAL TREASURER: In regard to these thirteen items, the present Government have had no control whatever. The money has gone, and most of the items have been paid; so hon. mem-

bers will see from what I have said how the total for miscellaneous expenditure is made up.

Grants to Municipalities, etc.

Coming now to items of expenditure under the head of Miscellaneous in the present year, there is one particular item on which I shall ask the judgment of the House when dealing with the Estimates. Looking back for a moment at the past year's expenditure, I find the former Government expended about £17,000 in grants for various purposes, such as recreation grounds, bicycle tracks, and so on; and I find that the municipal grant, which was originally pound for pound, and which the Government promised at that time should be reduced to 15s. in the pound, was actually reduced to 10s., and the difference in the total was given in small amounts to various places for recreation grounds, and things of that character. On looking over this matter, I came to the conclusion that it would be wiser for the Government to replace the grant to municipalities, if not to the full amount of pound for pound as originally proposed, yet at least to raise it again to the promised amount of 15s. in the pound. It seemed to me that it would be wiser to place the money in the hands of the municipal bodies, for expending on municipal objects, in order that the expenditure might be made by bodies responsible to the people; and if we take all the municipalities, we have nearly the whole of the population included in them. Therefore, it seems better to place the spending of this money in the hands of responsible local bodies, rather than give away money to be spent we do not know exactly how, and do not know exactly to whom it may go.

MR. HIGHAM: The local bodies would give the money to the same people.

THE COLONIAL TREASURER: The Government feel it would be better to place these funds in the hands of municipal councils, rather than distribute them in a haphazard way; and we have determined to test the question in this House. If the House desire to cut down the grant for municipalities by a sum of £20,000 and give them 10s. in the pound instead of 15s., that will be for the House to consider, and the Government will accept the position cheerfully. In the

items of miscellaneous expenditure for this year, I have provided £55,000 for the municipal grant on the basis of 15s. in the pound on rates collected up to a total of £20,000. In any case, 10s. in the pound is as much as we ought to be asked to pay to the larger municipalities; consequently I have provided only 10s. in the pound for municipalities receiving a total of over £20,000 in rates. This is the first considerable amount in which it is possible for Parliament to make a material change.

Other Miscellaneous Expenditure.

There is also interest payable to the London and Westminster Bank, £4,500, which is a recurring charge that cannot be altered. There is an item of £3,000 for improvements to the Perth Park; and then there is an item of £2,000 in aid of fire brigades throughout the State on the basis of £ for £ collected. Previously the money voted for this purpose has been expended in a haphazard way, for the practice has been that the most persistent fire brigade or the most energetic member of this House speaking on behalf of a brigade has been able to obtain most money. The Government propose to distribute this money to fire brigades on the basis of £ for £ of the amount collected in each district which maintains a brigade; and if the people in the several districts are earnest about maintaining a fire brigade for the protection of their own property, they will contribute towards its support, and the Government propose to encourage all the districts in providing this safety by contributing pound for pound on the amounts locally collected.

HON. F. H. PRESSE: There are some statutory obligations.

THE COLONIAL TREASURER: Yes. We have also an item of £1,300 provided in respect of some promises made for engines and the upkeep of brigades. For improvements to cemeteries, £1,370 was provided; for destruction of wild dogs, an annual charge, £1,000; and for free passes to members of Parliament travelling over the Midland Railway, £530. If hon. members who are situated like myself, having to travel over that line more or less, are willing to pay for this cost of railway journeys, well and good; but it would not be quite fair for

some members of this House to be able to travel over Government railways on a free pass, and for other members who have to travel over the Midland railway to be required to pay the cost themselves. Another item is £505 for plans of the proposed buildings for Parliament Houses. Hon. members know that competitive designs were called for and a number were received; but the cost which would be involved in carrying out these plans was found to be so much in excess of the limit which had been specified, that the board which examined the plans recommended that none of them should be accepted, but that a certain amount should be allowed for three of the best plans sent in. Those plans showed a considerable amount of merit and helpfulness, and it was decided to give some prizes for the work done in the preparation of three plans as recommended by the board which examined them, and the Government accepted that recommendation. This item includes a hundred guineas for the expert who came over and examined the plans. We have to provide £300 as the State contribution to the Fire Brigades Board, payable under statute. For the expenses of Ministerial visits in this year we provide £300. There is a special grant for the Collie municipality, an initial expense. The member for the district got at me in a weak moment some time ago, saying he wanted £500 for this purpose, and I promised £300; but when I came to close down the Estimates, I was nearly taking that amount out, until I found the municipality had committed itself to a certain extent on the strength of the promise I made, and so I had to provide the money. Then there is an item of £200 in aid of the Prison Gate Brigade of the Salvation Army; and as the money has always been well spent in the past, I think it should remain. The fencing of Crown lands in the city of Perth requires £103; bonus for lead ore (the discovery and production of a certain quantity of lead ore), £100; Imperial Institute, expenses of the Western Australian Court, £100; grant to the Society for the Prevention of Cruelty to Animals, £100; Humane Society, £20; purchase of school site at Harvey, £22 10s.; annuity to Timothy York, £75; and purchase of Swan Loca-

tion, £50. There is an amount of £250 to recoup the Boulder Council for health board expenses; and departmental charges, £8,000.

MR. HOPKINS: Should not that £250 (Boulder Council) be for the combined districts?

THE COLONIAL TREASURER: Yes. These several items make a total of £126,127 15s. 3d. Members will see that the Government have very little floating money, and they have only provided what they have been absolutely compelled to provide for.

Public Works Expenditure—Future.

I want to give the particulars of the public works expenditure for the current year. For roads and bridges a general vote of £50,000 is put down; grants-in-aid to roads boards, £5,000. Like the municipal grant, these are increases on former years, and we think that if money is available there is no better way of expending it than by assisting roads boards to repair and make roads throughout the State. In order to make grants in this way, a great many luxury grants have had to disappear from the Estimates, and I hope members will support the Government in doing this. Then we have bridges, specified on the Estimates, £8,849; and roads, specified on the Estimates, £25,180; harbour and river works, £6,911; water supply, £22,670; Menzies-Leonora, traffic expenses, £16,000. Members are aware that we are to get £40,000 from the running of the trains on this line, and it becomes necessary to spend money to get this return. Surveys and land resumption, £510; departmental, £32,808. Then in regard to public buildings, we have £17,260 under the Colonial Secretary's Department, and the total is made up, as hon. members will see, by amounts for hospitals, quarantine stations, gaols and quarters, industrial schools, libraries, museums, Government houses (Perth and Rottnest), and magistrates' residences. Under the Colonial Treasurer there is the amount of £9,290, which is for lighthouses, Government stores, explosives, and general repairs. The Attorney General—for the Supreme Court, £27,175. This includes the temporary building, for which an amount of £600 is put down, and additions and repairs £1,575. The Minister for Mines—addi-

tions and repairs, £2,000; school of mines, Kalgoorlie, £2,500; and other buildings, £1,300. A promise that has been long standing is to be fulfilled by the Government this year, and we shall then have at least one school of mines in the State—other such schools may follow in due course. In the Minister for Lands Department there is an item of £1,500. The accommodation in the public buildings is insufficient, and it is proposed to add a storey to the present buildings, also a strong-room, the total cost of which will be £1,500.

MR. F. CONNOR: Is the strong-room to hold the Ministry?

THE COLONIAL TREASURER: They do not require holding; they are particularly safe without. Under the Minister for Education, for schools and buildings there is a total of £35,085, and under "general" is a vote for mechanics' institutes, miners' and agricultural halls, which has had to be reduced considerably, £1,500; various buildings, £11,140; other public buildings, £6,650; fuel and sanitary contracts, £6,650; and departmental, £13,881. This explains the whole of the work it is proposed to expend the £308,759 on. I want to put two or three facts before members. I said it was proposed to give public works a total of £308,759. Of this amount, public buildings absorb £135,831, and other public works £167,928. Compared with last year, this shows a considerable decrease for public buildings, while the public works vote practically remains stationary. The vote which Parliament will be asked to give the Minister for Works for roads and bridges is £89,000; new buildings, £92,960; maintenance of existing buildings, £22,490; new public works, £6,031. Here is an item that is absolutely necessary, and cannot be altered, the maintenance of existing public works, water supplies to the goldfields and Fremantle, maintenance of wharves and jetties. Then we have to provide for grants-in-aid of miners' institutes and other expenses, £16,000. Then there are the general working expenses of the whole of the departments—salaries, insurances, and incidental expenses—for what we call sundries, £51,659. When we remember the liabilities taken from the old Government for works in hand and about to be commenced, and for which contracts had

to be let, amounting to £73,250, it will be seen that the present Government had practically no opportunity of initiating new public works. Provision for new buildings and public works aggregated £98,981, of which, as I have already stated, £73,250 represents works of the late Government. The new works proposed by the Government are almost entirely for schools and hospitals, and £5,000 for the commencement of new Parliament Houses, which will bring that matter up for discussion when the Estimates come on. In spite of this we have been able to increase the estimate of the grant-in-aid of roads boards from £40,000 to £55,000. If hon. members will bear with me a few minutes longer, I shall complete what I have to say. On sheet C, which is before members, the gross amount for public buildings out of loan is shown as £1,424,475, and the amount expended out of revenue £1,342,975. I thought it desirable to get these figures in view of the existence of federation, and in view of some talk of dealing with public buildings. We have expended from loans £81,500, and the public expenditure, up to date, on public buildings has been £1,424,475. During the past year we spent from revenue on State schools, £47,028; on post and telegraph offices, £22,430; hospitals, £17,920; police stations and quarters, £12,715; and various works, £33,456; making a total of £133,549.

Railway Expenditure—Past and Future.

Now I come to railways, and the statement of expenditure up to June 30th last. From Loan Account there has been expended £6,690,131, and from revenue £408,108, making a total of £7,098,239. I said at the outset that I would ask members to give serious attention to this railway question. The result of last year's working shows that the working expenses totalled £1,044,920; the interest on capital, £243,477; and 1 per cent. sinking fund on the loan capital, £66,900; making a total of £1,355,297. The gross revenue was only £1,353,704, leaving a loss of £1,593. The actual revenue for the year was £1,353,704. Hon. members will notice that there is a slight difference between the Treasurer's and the railway figures, and the reason is this. The Treasurer only accounts for money re-

ceived up to the 30th June, whereas the Railway Department may get amounts in for a few days after that date. The actual revenue for the year was £1,353,704, while the estimated revenue was £1,290,000; so that there was an increase of £63,704, or about 4·93 per cent. But the actual working expenses to earn this were £1,044,920, while the estimated working expenses were £897,341, or £147,579 increased expenditure to earn £263,704.

MEMBER: How do you account for that?

THE COLONIAL TREASURER: Making a difference of 16·44 per cent. Salaries and wages have been steadily rising. In 1899 the total was £596,213; in 1900 it was £601,887; and in 1901, £694,861. The estimated amount for this year is £764,919; that is for salaries and wages for all the railway works. There have been no increases over £200, and I have put a footnote to call the attention of hon. members to this fact: "This state of things demands the earnest attention of hon. members." Our railways must pay the cost of working, interest, and sinking fund. Hon. members must see that from these figures it will be impossible to provide out of revenue for railway losses. It is therefore inevitable that the rates must be adjusted or the staff largely reduced. Members know that a motion was passed the other night indorsing the eight-hours system, or recommending the Government to establish the eight-hours system. I suppose members really do not mean that we are to give the same wages for eight hours as we now give for nine hours; if they do then it means an increased expenditure of £47,000. If the wages be honest wages, then there will be no argument for reducing or altering. The Government are fully prepared to pay an honest day's wage for an honest day's work; but we want to get that honest day's work, somehow. That is one of the difficulties: we must get that honest day's work. However, what I desire to call attention to is that if we make these increases, there will be a farther loss on the railways, which loss it is impossible to make up out of the revenue. This means one of two things: either the people who use the railways must pay us more for the use of them, or there will

have to be an increase of taxation to make up for the loss on the railways.

HON. F. H. PIESSE: There is no necessity to do that.

THE COLONIAL TREASURER: The hon. member says there is no necessity to do that; and we hope there will be no necessity to do it. But the position is as I have stated. I will not dwell on it; I simply press it on all hon. members for their earnest attention.

Federal Tariff—Remarks.

If members will bear with me, I should like to say a few words on the Federal Tariff. Our own tariff produced last year, on specific duty, £670,848 13s. 3d. The bulk of this is for wines and spirits, beer and narcotics. [MR. GEORGE: We are all going to turn teetotal.] The duty raised on 5 per cent. goods amounted to £32,852; on 10 per cent. goods, to £51,671; on 15 per cent. goods, to £160,310; on 20 per cent. goods, to £25,062. Under the Federal Tariff spirits are reduced from 16s. to 14s. per gallon. For the first year that will make no difference to us; because, spirits being made in the other States, we are entitled under Section 95 of the Commonwealth Act to charge over higher duty on them; that is to say, the duty which we would charge on imports from the other States. I say no difficulty will be caused by this for the present year; but there is a provision for reducing the amount of the duty by 20 per cent. each year. That reduction will operate on spirits in this way, that next year we shall have to take off 20 per cent. and thus bring the amount of duty down below 14s. Consequently, as the Federal Tariff will prevail, the spirit duty will bring in only 14s. per gallon after the present year. The resultant loss in revenue on wines and spirits to this State will amount to £50,000, I calculate. On sparkling wines, tobacco, and cigars, the Federal Tariff is in favour of the Treasurer; though I will not say that it is in favour of the people. Of course, I am just giving my impressions roughly. The tariff came to my hand only last night, and I have not had the time to go into it closely. I estimate that the loss in the case of wines, spirits, and opium will amount to £50,000; but this loss will be reduced to the extent

of £15,000 or £20,000 by the items which, as I have said, are favourable to the Treasurer. In drapery and clothing there is a considerable increase under the Federal Tariff, an increase which of course strikes the people all round. It will bear most hardly, I think, on the workers. Machinery is raised from 5 per cent., which is our duty, to 25 per cent. At the outset this seems to strike heavily at our mining industry, and also at our agricultural industry.

Effect on Industries.

However that may be, when we come to think it over carefully and bear in mind that we import machinery very largely from the Eastern States —

MR. HIGHAM: No; we do not.

THE COLONIAL TREASURER: Excuse me; we do.

MR. HIGHAM: Excuse me; we do not.

THE COLONIAL TREASURER: I will not discuss the question with the hon. member.

MR. HIGHAM: I am stating what I know.

MR. GARDINER: That is a novelty, anyhow.

THE COLONIAL TREASURER: I know we import a large quantity of mining machinery. I am expressing my opinion, and other members can express theirs later. My opinion is that we import a large quantity of mining and agricultural machinery from the Eastern States. I have great hope that competition will moderate prices. If this hope be not realised, then of course machinery from the Eastern States will tend to rise to something near the margin of the importing prices. I think, however, that competition between the different States will tend to keep prices down. At the same time it is quite certain that the agricultural and the mining industries will both be considerably burdened by the operation of the Federal Tariff; but, while the tariff will have that effect, I think it should lead in the near future to a growth of local industry. My friend the member for the Swan Foundry might take a note of this.

MR. GEORGE: I object to any reference to the Swan Foundry from the hon. member.

THE COLONIAL TREASURER: I admit that the reference was quite unne-

necessary, as the hon. member himself makes a sufficiency of references to that foundry. I am expressing my opinion on the point, although I have very few words to say on it. I express my opinion that in the very near future the effect of the 25 per cent. duty on machinery will be to cause local industries to spring up.

MR. HIGHAM AND MR. GEORGE: Where?

THE COLONIAL TREASURER: In Western Australia.

SEVERAL MEMBERS: Oh!

THE COLONIAL TREASURER: Hon. members may say "Oh," but I happen to know a little of what I am talking about.

SEVERAL MEMBERS: So do we.

THE COLONIAL TREASURER: The mining machinery used in Bendigo and Ballarat is made, for the most part, in Bendigo and Ballarat. In Bendigo there are three foundries; and there are four in Ballarat, I think. One of these latter is the Phoenix Foundry, which not only makes machinery for local industries, but also manufactures locomotives for the Government.

MR. GEORGE: What is the rate of wages there?

THE COLONIAL TREASURER: I am not going to argue the point with hon. members. I am here now to express my own opinion, and I want to express my opinion as to the impression which, at the first blush, the Federal Tariff makes on my mind. Hon. members may dispute my views: these questions will be disputed to the end of time. But it is my opinion that much of the machinery which it is supposed will bear the 25 per cent. duty will be imported from the Eastern States, and that competition will keep down prices fairly well. Although the tariff will hit the mining and agricultural industries pretty hard, especially at first, it will tend to create local industries in our midst. [MR. GEORGE: I hope so.] Free tools, which I presume include large as well as small tools, and free raw material, will help our factories.

MR. GEORGE: There is a 10 per cent. duty on raw material,

THE COLONIAL TREASURER: It just depends on what hon. members call raw material. Some raw material is very raw indeed. The efforts to smooth it have occupied a long time; but it is not

smooth yet. Sugar, tea, and kerosene, which have hitherto been free, will certainly rise, and will help the Treasurer in his revenue. My opinion is that for this year the Federal Tariff will materially help us from the standpoint of the Treasurer.

MR. HIGHAM: There is no doubt about that.

THE COLONIAL TREASURER: I am delivering the Budget just now: that is the important thing to me at present. The matter of first importance is to know where the money is to come from. I have to find it, to be spent. I say the Federal Tariff is calculated to help us during this year; though I think it will cause the revenue to fall away a little next year, in consequence of the loss on spirits to which I have referred.

Closing Remarks.

In conclusion, I say that despite the federal disabilities, of which of course there are some—we all knew when we went into federation that there would be disabilities—having regard to the condition of the country at the present time, I think we may look forward to a prosperous future. I have tried to give an absolutely accurate statement of how things really are; and looking at our gold output, which I think during the present financial year will probably reach eight millions of money; looking at the timber industry, which is beginning to turn round again; looking at the agricultural industry, which is rapidly advancing; looking at the pastoral industry; looking at the orchards; and looking at the general prosperity now existing in the State, I think that despite any little disabilities which may result to us from federation and the new tariff, we may look forward with hope and satisfaction. All departments give promise of increasing prosperity. All the boom excitement of a few years ago is over, and we have now settled down to solid conditions. The prosperity that we have is real: the prosperity of to-day is genuine and substantial, and calculated not only to continue, but I think to increase. Our resources are immense; I may say they are almost unbounded. All we want is population and capital to develop the resources that we have. With sound judgment and economy, if we avail our-

selves of our opportunities, we must succeed, we must advance. Finally I say, let us rise to our opportunities, and let us value our privileges. Difficulties there must always be, and we must meet them and conquer them like men. We have a great country which has many wants. It will be impossible during this year, or indeed for many years to come, to meet all the absolutely urgent wants of this State. Notwithstanding the increase in revenue, which I think will be very great indeed—the present estimate is over half-a-million more than for the revenue of last year—notwithstanding the increase in revenue, the absolute necessities of this State are so large that the greatest economy will have to be exercised. [SEVERAL MEMBERS: Hear, hear.] We shall gain, by care and economy, sufficient for our necessities; but we shall have nothing left for luxuries. The voice that speaks to us to-day is the voice that spoke in olden time: "Go forward; go in and possess the land." [General applause.] I beg to move the first item in the Estimates.

On motion by HON. F. H. PIESSE, progress reported and leave given to sit again this day week.

SUMMARY JURISDICTION (MARRIED WOMEN) BILL.

Received from the Legislative Council, and, on motion by the PREMIER, read a first time.

ADJOURNMENT.

The House adjourned at 9:43 o'clock, until the next day.

Legislative Assembly,

Thursday, 10th October, 1901.

PETITIONS (2): Coupon Trading, to Prohibit—Papers Presented—Question: Travelling Representative, as to Appointment—Question: Geraldton Harbour Works, Expenditure—Question: Public-houses (tied) and Breweries, to Legislate—Carnarvon Babbage Island Tramway Bill, first reading—Motion: Railway Administration, Inquiry (J. Davies), to be open to Press—Return: Railway Water Requirements, Geraldton—Papers: Stock Importation—Motion: Justices of the Peace, to attend Court (withdrawn)—Workers' Compensation Bill: Reinstatement, in Committee, progress—Motion: Asiatic Aliens, Sandalwood License, to Prohibit—Motion: Hospital (Kalgoorlie), to be Central—Trade Stamps Abolition and Discount Stamps Issue Bill, second reading—Totalisator Act Repeal Bill, second reading—Council's Resolution Midland Railway, Inquiry to be Joint—Coal Mines Regulation Bill, second reading; Select Committee Appointed—Adjournment.

THE SPEAKER took the Chair at 4:30 o'clock, p.m.

PRAYERS.

PETITIONS (2)—COUPON TRADING, TO PROHIBIT.

MR. W. D. JOHNSON (Kalgoorlie) presented a petition from people on the Eastern goldfields, praying for the suppression of the coupon system.

HON. W. H. JAMES (East Perth) presented a similar petition, bearing 200 signatures.

Petitions received and read.

PAPERS PRESENTED.

By the PREMIER: Return (moved for by Dr. O'Connor) showing (1) land selected by Government under Midland Railway Act, (2) moneys received by Midland Railway Company from sale of land referred to in agreement of 1893.

By the COLONIAL TREASURER: 1, Return showing revenue derived from and expenditure incurred by departments for year ending 30th June, 1901; 2, Report of Metropolitan Waterworks Board, 1900; 3, Report of Government Photo-Lithographer, 1900.

By the MINISTER FOR WORKS: Plan of proposed Tramway from Carnarvon to Babbage Island.

Ordered to lie on the table.

QUESTION—TRAVELLING REPRESENTATIVE, APPOINTMENT.

MR. C. H. RASON asked the Colonial Treasurer: 1, Whether it is a fact that