

such crossing as that to which I refer. I hope hon. members will support the motion, which, I can assure them, is absolutely necessary.

THE HON. J. G. H. AMHERST: I have much pleasure in seconding this motion, and in doing so I may say that I hope the Government will take into consideration the difficulties we labor under in the Greenmount district, to which the hon. member refers. I know one place which I have to go through at least six times a day, and I have to take down heavy slip rails. When the deviation is made, these roads will be more used, and we should, therefore, deal with the matter at once. As to the fencing across declared roads, I know any private person who wishes to do this has to apply to the Roads Board of the district; but I do not know whether the Commissioner of Railways has power, under the Railway Act, to fence across these roads without obtaining such permission.

THE COLONIAL SECRETARY (Hon. S. H. Parker): I am sorry that I am not in a position to make any promise on this subject, for I have not been able to confer with my colleague the Commissioner of Railways; but I may say that I fully agree with the remarks of the two hon. gentlemen who have just spoken. I think that when the Railway Department fence across a road they should put up proper gates for the accommodation of the public, and I do not think it should be expected that teamsters and others should be compelled to pull down two sets of rails. I hope the Commissioner of Railways will fall in with the views of hon. members. I can assure them that I shall press the matter upon him all I can.

Question—put and passed.

The sitting of the Council was suspended until 9 o'clock.

ADJOURNMENT.

The Council, at 9 o'clock p.m., adjourned until Friday, 13th January, at 10 o'clock a.m.

Legislative Assembly,

Thursday, 12th January, 1893.

Erection of another Mill within the Perth Water Supply Area—Estimates, 1893; further considered in committee—Appropriation Bill, 1893: first reading—Midland Railway Loan Bill: first reading; second reading; in committee; third reading—Vacancy in the representation of East Kimberley—Loan Estimates, 1893—Bonus for early completion of Yilgarn Railway—Adjournment.

THE SPEAKER took the chair at 4 o'clock p.m.

PRAYERS.

ERECTION OF ANOTHER MILL WITHIN THE PERTH WATER SUPPLY AREA.

MR. TRAYLEN: I beg to ask the Premier the question standing in my name,—Whether he is aware that the Canning Jarrah Timber Company is about to erect another Mill on Munday's Brook, in the Perth Water Supply Area; and whether the Government will take steps to prevent such further contamination of the water supplied to the inhabitants of Perth?

THE PREMIER (Hon. Sir J. Forrest): I am not aware that another mill is about to be erected, and, even if I was aware, I do not see what steps the Government could take to prevent it, without some legislation on the subject. The Government is not so powerful as to be able to interfere with people dealing with their fee simple land. Of course the Government are very desirous that the water supplied to the people of Perth should not be contaminated; but the matter is entirely in the hands of the City Council, and I think they should take some steps to protect the lives and the health of the citizens. The Government have always been anxious to assist the Municipality in this matter, but I do not think the City Council can throw all the onus upon the Government in a matter which is certainly the Council's own business.

ESTIMATES, 1893.

The Estimates of Expenditure for the half-year ending 30th June, 1893, were further considered in committee.

Works and Buildings, £71,482:

MR. SIMPSON said he would like some reason given for increasing the salary of the Under Secretary for Railways and Works from £400 to £450.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the reason was this: the increase was considered a justifiable increase to a very deserving officer, holding a very responsible position. Members had already voted salaries up to £600 a year to other Under Secretaries, and the position of Under Secretary for Railways was equally as important as the position of Under Secretary to any other department. The salary which this officer had been receiving was utterly inadequate, and the proposed increase was fully justified by the position held by this gentleman.

MR. TRAYLEN thought they could hardly be consistent with themselves if they refused this increase, having already agreed to increases in the salaries of other Under Secretaries. At the same time he thought they should express an opinion that the Government should not come before them again for any further increases in the salaries of these highly-paid officials. It appeared to him that the proper way to look at these matters was this: could these gentlemen do better for themselves by leaving the Service than the pay now given to them? For his own part he did not think they could; and he thought the question of supply and demand should rule this question of salaries just as much as it did a hundred-and-one other things they had to do with in life. If there was a continuous objection raised to these annual increases of salaries, perhaps the Government would see that it was not desirable to continue it.

MR. R. F. SHOLL said he noticed there was increase in nine out of the 17 items under the head of salaries in this department.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said they were nearly all the ordinary rises, which the rules of the Service contemplated, except a small rise of £50 in the salary of the Assistant Engineer-in-Chief, and the Book-keeper, and the Accountant. As to the Accountant, there was in reality no rise, as the present holder of the office had been appointed at £250, and it was done at the request of his predecessor in office, who desired to be relieved, as he found the work was absolutely beyond him; and there was not another gentleman in the Service cap-

able of performing the duties who was not already receiving a higher salary. With regard to the Assistant Engineer-in-Chief (Mr. Poole), this gentleman, under another form of Government, had been occupying the very responsible position of Director of Public Works, and his services had been of extreme value to the colony, and the proposed increase was a slight recognition of his services. He had been receiving much higher pay than this, when occupying another position under the Government.

MR. R. F. SHOLL: There must be a limit, you know.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn): Certainly there must be a limit.

MR. SIMPSON said there seemed to be a general increase all through the salaries in this department. Item 1, an advance of £50; item 3, an advance of £50; item 4, an advance of £40; item 5, new altogether; item 6, an allowance of £10; item 7, new altogether. This system of advance went right through. So far as he knew the feeling of the public, they were getting absolutely frightened at the cost of this department. He had been told by a Bank director, that very day, that we were paying £40,000 a year in salaries in these two departments of Works and Railways, which was a grave menace to the colony. He begged to move that the item "Under Secretary Railways and Works, £225," be reduced by £25.

The question having been put, and a division called for, the numbers were—

| | | | |
|----------|-----|-----|----|
| Ayes ... | ... | ... | 7 |
| Noes ... | ... | ... | 15 |

Majority against ... 8

| AYES. | NOES. |
|-----------------------|------------------------|
| Mr. DeHamel | Mr. Burt |
| Mr. Hassell | Mr. Clarkson |
| Mr. Molloy | Sir John Forrest |
| Mr. Monger | Mr. A. Forrest |
| Mr. R. F. Sholl | Mr. Lefroy |
| Mr. Solomon | Mr. Loton |
| Mr. Simpson (Teller). | Mr. Marmion |
| | Mr. Pearse |
| | Mr. Phillips |
| | Mr. Piesse |
| | Mr. H. W. Sholl |
| | Mr. Throssell |
| | Mr. Traylen |
| | Mr. Venn |
| | Mr. Paterson (Teller). |

Question—put and negatived.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said, as to the gigantic proportions of this depart-

ment frightening the hon. member, he might state that the present staff of the Works Department numbered 17 individuals. Since the inauguration of Responsible Government and the introduction of our present public works policy, the staff had been increased perhaps by half-a-dozen permanent hands only. All the other hands employed—and there were some hundreds of them—were entirely dependent upon the works in progress, and, when those works were completed, would have no claim whatever upon the Government.

MR. MONGER said he had been sorry to hear the Director of Public Works saying that the duties of accountant were so onerous that the last occupier of the office asked the hon. gentleman to appoint someone else, and that there was no one else in the Service but the gentleman at present holding the position who was capable of filling that position. He thought that was rather a disgrace to the Service.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn): Not at a salary of £250, I said.

MR. MONGER said he believed the present occupant of the office had not been long in the colony, and he thought he was right in saying that there were plenty of young men in this colony quite capable of filling the position which this gentleman held, and, by way of protest, he would move that the item, "Accountant, £125," be struck out.

MR. MOLLOY said it certainly did seem strange that any officer should ask to be relieved from a position he had occupied for two or three years, in order to accept a subordinate position. He could quite understand him asking for assistance if he found the work was more than he could manage, but it seemed to him a very strange thing that any officer should deliberately ask to have a superior officer placed over him. As to the difficulty of filling this position of accountant, there were plenty of young men in Western Australia quite capable of filling the position, with credit to themselves and to the Service—quite as capable, certainly, as the present occupant of the office. It did seem strange that all our own people should be ignored in respect of all appointments made under the Government, and that in the eyes of the Government

any stranger, so long as he has been here a few months, was supposed to possess infinitely superior qualifications to our own people. All this was very discouraging to our colonial youth.

MR. DEHAMEL said he was told the other night that it was highly improper to refer in that House to public rumour, but he thought it was their duty sometimes to do so; and public rumour had been very busy with reference to this appointment of Accountant in the Public Works Department. What public rumour said was this: that there was an Accountant in the department who asked for assistance, as he had to work sometimes until midnight and one or two in the morning; and that the assistance he received was the appointment of someone over his head, who required three or four extra clerks to assist him; and that this appointment was given to a gentleman whose principal claim was that he had accompanied the Director of Public Works on his wonderful trip through the Australian continent. It seemed to him perfectly monstrous that because anyone came here from the other colonies he was to be shoved over the head of hard-working individuals who had been in the Service for years, and whose only sin was to ask for a little assistance; and, then, when this other man came in, he should require three or four extra assistants. He did not say it himself, but that was the rumour that was running round.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) could not help thinking that the unfortunate gentleman whom members were speaking of might well say, "Save me from my friends!" It was true that this officer asked for assistance, but he also asked that someone should be appointed over him as Accountant. It was not a fact that three or four other officers had been appointed. There was one other officer appointed, and he was simply on the temporary staff. The appointments made had been made in the best interests of the Service.

MR. SIMPSON said the explanation of the Director of Public Works came to this: in the event of a party by the name of Simmonds dying, there was no other man in the department who could keep the accounts. As to placing men on the temporary staff, it was time we had an

end to these temporary appointments. It was mere juggling. These men never died, so long as they were on the temporary staff, and they might as well be placed on the permanent staff at once. There was no doubt about it, the general feeling outside was that there was a grave sense of injustice about this appointment, and it was distinctly looked upon as a bit of Ministerial patronage. It was absolutely necessary that there should be an Accountant, and therefore he could not support the motion of the hon. member for York to strike out the item altogether. He would move, as an amendment, that the item be reduced by £25.

MR. A. FORREST said if they were to have an Accountant in this department, he did not think the proposed salary was high. He knew nothing about this gentleman's abilities, but, surely, they might trust the Director of Public Works in that. He had been sorry to hear the hon. gentleman say—he did not think he intended it—that for this salary there was no other officer in the Public Service of the colony capable of filling this position. He could name several officers in the Audit and the Treasury Departments who were receiving less salary, and who must be taken to be quite competent to discharge the duties of an accountant.

MR. SOLOMON said it seemed to him unfair that anyone who came to this colony, haphazard, should be thrust into Government appointments over the heads of deserving young men of our own colony. These new-comers might be clever, but it appeared they were not clever enough for the other colonies, and so they made their way here. This colony was getting to be looked upon as a kind of dumping ground for those who are unable to earn their living in the other colonies. He thought the time had come when we ought to set our faces against outsiders being pitched pell-mell into Government situations, to the exclusion of our own people. He should support the amendment.

MR. R. F. SHOLL submitted that the Government had no right to increase the salary of this Accountant without first coming to that House; it was a breach of the Audit Act, and he wondered that the Auditor General—if it was the case—had passed it.

THE PREMIER (Hon. Sir J. Forrest): It is a new appointment, made during the year.

MR. R. F. SHOLL said he did not care when it was made. He was one of those who objected to favoritism in the Public Service, and to strangers being put over the heads of officers who had been in the Service for years. He had always thought that under Responsible Government our own people would have fair play, but, since the present Ministry had come into force, things were ten times worse than they were under the old form of Government. Favoritism was shown all round; friends of Ministers were thrust into positions, and friends of Ministers were receiving increases of salary all round. He thought it was a disgraceful state of things that gentlemen occupying such positions should take advantage of their office and put their friends in positions in the Public Service which, in many cases, they were not entitled to.

THE PREMIER (Hon. Sir J. Forrest) said he had always been under the impression that if there was one thing more than another that the present Government had been careful about, it was not to thrust their friends into Government billets. For his own part—and he believed he might say the same for every other member of the Ministry—he had always felt (as, indeed, must every right-thinking person) that he must be very careful before he placed either a relative or a particular friend in a position in the Public Service, unless he was quite certain that he was suitable for the post and that no other person in the Service was more suitable, and would thereby be injured. He unhesitatingly said that the present Government were not open to the charge of favoritism which the member for the Gascoyne had made against them. He believed there never had been an appointment made by the present Government that they had not good reason for making it, and that it could not be fairly said that they had made any appointments just because they wished to help a friend. In regard to the present case, there were not many accountants in the Service, except in the Audit and the Treasury Departments, and, with regard to the Treasury, of the four principal officers employed there none of them received less than £250 a year; and, apart from that, it would

have been very inconvenient to have removed any of them to the Public Works Department. Again, the Engineer-in-Chief was very desirous of having someone in the Department acquainted with public works accounts; and there a difficulty arose. Many of our officers, although excellent men, had no acquaintance with public works accounts; and he did not think they would have cared for the position, unless they thought it would be decidedly to their advantage. This appointment was most strongly recommended by the Engineer-in-Chief—not the individual, but that we should appoint some competent person to look after the accounts, which were in a terribly bad way. It was all very well to say that everything in the Public Service was to be kept for people already in the colony. But where were they to draw the line? For how long ought a man to be here before he became entitled to enter the Public Service? There were many members even in that House who had not been here very long. They said in their new Bill the other day that no man should be entitled to a seat in the Legislature of the colony until he had been here twelve months. How many years had a man to be here before he became entitled to a place in the Public Service of the colony? Were they to fix it at five, ten, or twenty years? If so, they would know what they were doing. He thought when a man came here with a good reputation—and, without a good reputation, so far as he was concerned, he would not allow him to enter the Public Service of the colony at all; but, so long as you got really good men he did not see that it mattered whether they had been in the colony one year, or five years, or twenty years. But he was quite in accord with the principle that the claims of those already in the Service should be first considered.

MR. R. F. SHOLL said the Premier had got up in a state of great indignation to deny what he (Mr. Sholl) had stated as to favoritism having been shown by the present Ministry. He could name half-a-dozen gentlemen who had been appointed to positions they were not entitled to.

THE PREMIER (Hon. Sir J. Forrest): Friends of the Ministry?

MR. R. F. SHOLL: Yes, friends of the Ministry.

THE PREMIER (Hon. Sir J. Forrest): And not suitable for the post?

MR. R. F. SHOLL: I will not say that, but there were others in the Service equally suitable, yet these were placed over their heads.

MR. LEFROY said he could not follow the remarks of some members as to appointments to the Public Service. He thought it was very undesirable to remove officers from one department to another, when they had become accustomed to the work. The system of accounts and the work generally must be different in each department. As to favoritism or patronage, it seemed to him a very hard thing that, because a man happened to shake hands with a Minister in the street, he should therefore be deprived of any chance of being appointed to any position in the Public Service. Of course it was a very different thing if persons were appointed who were not capable of discharging the duties of the position; but he did not think they could fairly charge the present Ministry with that.

THE ATTORNEY GENERAL (Hon. S. Burt) said the Ministry were charged, on one hand, with appointing strangers, and with making the colony a dumping ground for people from the other colonies, and, in the next breath, they were charged with appointing their own friends. Which was it? He could only say that he hoped the Ministry, in the future, would show the same backbone as they had in the past, in the matter of these appointments. In questions of administration of this sort there must be some latitude left to Ministers, who, necessarily, must desire to have efficient assistants. He should be sorry it should go abroad that Ministers were in the habit of appointing their friends, for there was really no foundation for it; on the contrary, they had been too much inclined to appoint strangers.

Question put—That the item “Accountant, £125” be reduced by £25.

The committee divided, with the following result:—

| | | | | |
|------------------|-----|-----|-----|----|
| Ayes | ... | ... | ... | 12 |
| Noes | ... | ... | ... | 13 |
| | | | | — |
| Majority against | ... | ... | ... | 1 |

AYES.
Mr. Darlôt
Mr. DeHamel
Mr. Hassell
Mr. Molloy
Mr. Monger
Mr. Phillips
Mr. Quinlan
Mr. R. F. Sholl
Mr. H. W. Sholl
Mr. Solomon
Mr. Traylen
Mr. Simpson (Teller).

NOES.
Mr. Burt
Mr. Clarkson
Sir John Forrest
Mr. Harper
Mr. Lefroy
Mr. Loton
Mr. Marmion
Mr. Paterson
Mr. Pearce
Mr. Piesse
Mr. Throssell
Mr. Venn
Mr. A. Forrest (Teller).

Question—put and negatived.

MR. MONGER, referring to the item "Assistant Engineer-in-Chief, £300," said he thought that a salary of £550 was as much as the colony could afford to pay this officer; he therefore moved that the item be reduced by £25.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said it might be the opinion of the hon. member for York that £550 was a sufficient salary to pay this officer, but the question was whether the opinion of a private member on such a subject was to be accepted in preference to that of the head of the department. This gentleman, in his profession as an architect, was without doubt superior to any man we had in the colony, and he doubted whether in the whole of Australia there was a gentleman who held better credentials. He was sure that the small increase now asked in this officer's salary would commend itself to the majority of members.

MR. A. FORREST thought that if an assurance came from the head of the Government that no further increases would be proposed after these Estimates were passed, the House might be inclined to agree to the present increases. He believed this particular officer was a very good officer, and that he required this increase; but he objected to his title, which he thought was altogether wrong. Why should they call him Assistant Engineer-in-Chief when they knew he was an architect by profession? He thought he ought to be called the Colonial Architect.

MR. DEHAMEL quite agreed with the hon. member for West Kimberley that if the Premier gave an assurance that there would be no further increases while the present Ministry remained in office,—

THE PREMIER (Hon. Sir J. Forrest): No, no!

MR. DEHAMEL said, in that case, they would go to a division on every item. All these increases would simply lead to a

"Black Wednesday," and cast a very unpleasant duty on some future Ministry to cut down these salaries all round.

THE PREMIER (Hon. Sir J. Forrest) said it would be unwise for him to give a promise unless he could fulfil it. They could not say what the circumstances of the colony might be next year, and it would be impossible to make any definite promise as to the salary of every officer in the Service. But he thought the salaries now were getting on a fair footing, generally speaking, and he hoped that next year there would be no necessity for increasing salaries. It was not on personal grounds that any of these increases were proposed, but because the Government believed it was only due to these officers that their pay should be increased, and because the circumstances of the colony warranted it.

MR. PATERSON thought the reason why the hon. member for Albany wanted a promise that there would be no more increases made while the present Ministry was in office was because the hon. member himself wanted the honor and glory of making these increases when he became a member of the Government.

The motion to reduce the item by £25 was negatived on the voices.

MR. TRAYLEN, referring to the item "Government House and Domain; Rott-nest and Fremantle Cottage, £250," asked whether they were going to continue making additions to these buildings for ever and a day?

THE PREMIER (Hon. Sir J. Forrest): said one or other of them always wanted something done to them, in the way of repairs or additions.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) explained the details of the works which were necessary during the year.

MR. DEHAMEL asked what it was proposed to be done with the £3,000 put down for the Government Printing Office?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said it was proposed to erect a new front to the present building, and to provide additional accommodation; and it was estimated that the work when completed would cost £4,500. A design had been prepared by which the Government Printer would have adequate accommodation to meet the growing requirements of his

department, so that the large amount of printing work now put out to private firms may be done at the Government Printing Office.

MR. TRAYLEN, referring to item "Legislative Assembly additions, £300," said that unless some satisfactory explanation was offered he should move that this item be struck out. They had already paid rather freely for additions to the present structure, and it struck him that in another year or two somebody would discover that the whole building was out of keeping with the advancement of the colony. He would formally move that the item be omitted.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said this item would never have appeared on these Estimates had it not been for the express resolution of the House that certain improvements should be made in the Ladies' Gallery. It was proposed to erect a new gallery, over the present Strangers' Gallery, and he believed it would cost about £300.

MR. SIMPSON said there ought to be a room provided somewhere within the precincts of the Chamber where country members could hold a conversation with any of their constituents who happened to come into town and wished to see them. At present if a constituent wanted to see his representative he had to call him out into the street.

MR. DEHAMEL was glad the hon. member had called attention to this matter. Such a room would be a great convenience to members who had occasion to converse with their constituents, instead of taking them into the street, or some back lane, or into a hotel.

MR. TRAYLEN doubted whether the ladies would be one whit more comfortable in their new gallery than they were in their present gallery, and he was sure they would not be able to hear so well.

The motion to strike out the item was negatived on the voices.

At 6 o'clock the Chairman left the chair until 7.30 the same evening.

At 7.30 the Chairman resumed the chair.

Works and Buildings (continued):

MR. R. F. SHOLL, referring to the item "Great Southern Railway, Post and Telegraph Stations (six), £4,000," said

he thought it was a mistake to have such elaborate and costly buildings for these outlying stations. He had been told that in the old country much more modest buildings answered the purposes of post and telegraph offices, and he thought we might very well copy the old country in this respect. He thought it was a piece of extravagance to put such elaborate buildings along any line of railway.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the desire of the Government was that we should have respectable and substantial buildings, instead of temporary structures, and he considered it was better policy to do so. Probably temporary buildings would cost about two-thirds as much, and they would require to be repaired and improved in the course of a very few years. Moreover, it must be borne in mind that the cost of building and building materials had gone up very considerably of late, and also labor. These buildings would include quarters for the postmaster or telegraph operator stationed there, and also a room for the local justices to hold court in.

MR. CLARKSON, referring to the item "Hospital, Southern Cross, £400," said he noticed that the total cost of this building was estimated at £800. He did not think it was sufficient to build a hospital that would meet the requirements of an important mining district. Southern Cross itself was a rapidly-growing town, and, in a few years' time, he believed it would number many thousand inhabitants; and it struck him that this was a very small sum for the erection of a hospital that would meet the wants of a large mining community. He hoped the Government would so design the building that it could be added to hereafter.

MR. TRAYLEN asked for some explanation as to the item "Dardanup Agricultural Hall, £250." He thought the Greenough was quite as much entitled to an agricultural hall as Dardanup was, and it would be interesting to know what had induced the Government to place this item on the Estimates.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the electorate of Wellington had been dealt with very badly, inasmuch as the township had been cut off completely from some parts of the electorate. It was a

very large district, and there was no central point to which the electors and the settlers of the district could gravitate on public occasions. Dardanup was about the most centrally situated place, and, at a late political gathering there, there were over 150 people, who had to be crowded into a little schoolroom, kindly lent for the occasion by the Roman Catholics. This hall was intended for the convenience of the electors, the farmers, and the inhabitants of the district generally, as a place of meeting. The ground would be given to the Government free, and whatever sum would be required in addition to this £250 would be subscribed by the people of the district themselves. He did not say that Greenough also should not have a building of this kind, and he thought he might say that the Government would not be disinclined to act in the same way towards other country districts which did not possess a public building of this kind.

MR. TRAYLEN would ask the Government to give them a show ground at the Greenough, if they would not build them an agricultural hall.

THE PREMIER (Hon. Sir J. Forrest) said the Government would be very glad to consider it, if a proposal to that effect were brought before them.

MR. A. FORREST thought the Government, in placing this item on the Estimates, were laying themselves open to appeals from all parts of the colony for a similar grant, and it would cause great dissatisfaction if they refused one district what they had given to another. He thought it was a mistake to put up a public building where there were no houses within miles of it.

THE PREMIER (Hon. Sir J. Forrest) said there was no public building in the whole electorate of Wellington. The other day they had to borrow a barn for an election meeting; he did not think that was good enough for an important district like Wellington.

MR. LOTON said his only objection to the vote was that it might be taken as a precedent; but he agreed with the principle of assisting those who were prepared to assist themselves, as he understood the Dardanup people were, for he understood the Director of Public Works to say that this sum would not be sufficient to build this hall, and that the

rest would be subscribed in the district. But an item like this really amounted to an invitation to other townships to make a similar application; though, for his part, he should be happy to see some assistance given to every country district in this direction, where there was no public building in the locality.

MR. SOLOMON thought it was very desirable to have buildings like this in agricultural centres, where the farmers of the district could meet and discuss public matters, and he was very pleased indeed to see the vote on the Estimates.

MR. CLARKSON had much pleasure in supporting the vote. He did not think anyone was inclined to oppose it; and his only surprise was that members should take up the time of the House when they did not intend to oppose the vote.

MR. R. F. SHOLL, referring to the item "Furniture for Government House, £150," said this was a vote that appeared on the Estimates every year regularly, and there seemed to be no end to it. What was the arrangement with the Governor in respect of this item?

THE PREMIER (Hon. Sir J. Forrest) said there was no arrangement at the present time between the Governor and the Government. Under the old form of Government, the Governor paid some percentage on the value of the furniture and also paid for breakages; but since the new Constitution came into force the Government had made no charge. He had made inquiries in the other colonies as to what they did there, and there seemed to be no regular rule, and he felt undecided at present what course to pursue in the future.

MR. HARPER: Better bring it before the Federal Council.

THE PREMIER (Hon. Sir J. Forrest) said he thought they should have to put the matter on some footing or other shortly, so that some control might be exercised over the furniture at Government House. He did not think that in the present Governor we had a very extravagant man, and he thought the vote might be left as it stood, for the present.

MR. LEFROY asked what arrangement was made for the extension of the jetty at Jurien Bay?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said the item did not appear on these Estimates

at all; it was to be charged to Loan Account. It was proposed to extend the jetty and also provide some small accommodation at the shore end. The Government were about sending an officer there to see what was required, and to make soundings at the end of the present jetty, so as to enable them to call for tenders.

MR. R. F. SHOLL, referring to the item "Electric-lighting installation for Legislative Council, Legislative Assembly, and Government House, £590," asked whether this amount was simply for the necessary fittings, or did it include supplying the light?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said it was for the installation alone. The question of supply was altogether another matter. He had been unable to get any tenders for the installation from the Electric Light Company; they wanted to do it by the job. Neither would they tender to supply electricity. It therefore struck him it would be in the interests of the Government to import the necessary fittings from home and have them erected by our own electrician, and also to provide our own electricity, which, he believed, would be both better and cheaper in the end.

MR. MOLLOY (when the item "Sundries, £4,000," came on) said he mentioned the other evening that he failed to see any amount on these Estimates for constructing a road from Hay Street West to the proposed Cemetery at Subiaco. He should like to ask the Premier again whether the Government intended to keep the promise they had made to the City Council to make this road?

THE PREMIER (Hon. Sir J. Forrest) said the Government were going to keep their promise, but the City Council had not answered his last letter yet, with reference to another site for the cemetery.

MR. MOLLOY said he had made inquiries with regard to that letter, and he found that what the Premier said was correct. But it was understood by the Council that there was no necessity to answer that communication, as it was merely a suggestion that possibly another site along the route of the South-Western line might be found to suit better than the site originally approved at Subiaco. But the City Council, having agreed to the original proposal of the Government,

and gone so far as to divert a portion of the proposed Municipal loan to other purposes than extending Hay Street, on the understanding that the Government would build this road, the Council did not think it was necessary to reply to the further communication of the Premier. The Council had a sum of £1,000 left out of the new loan for this extension, and they did not want to vote this amount away until they were assured that the Government would place a sum on the Estimates for the proposed road.

MR. R. F. SHOLL said he did not know why the Government should build this road. They promised to do so on condition that Subiaco should be selected as the site of the new cemetery, but he did not understand that the site had been decided upon yet.

THE PREMIER (Hon. Sir J. Forrest) said the position of affairs was this: a resolution was passed by that House last session, or the session before, that the present Cemetery should be closed and provision made for forming a cemetery in some other locality. That resolution was duly considered by the Government, and he wrote to the City Council suggesting that a new cemetery might be formed at Subiaco, and undertaking on the part of the Government to bear the cost of extending and macadamising Hay Street to the cemetery, if the House approved of the expenditure, as he felt sure it would do. The City Council accepted the offer of the Government, and he wrote to them some time afterwards that they must first set about selecting a site for the cemetery, and that the Government must be assured that the various Churches would be willing to accept the site, and that the ground would be prepared for the purpose; also mentioning that another site on the South-Western Railway had been suggested. But he never received any reply to that communication, and he had thought that the City Council were considering the question again. As soon as the City Council selected a site and prepared the ground ready for use, the Government were quite prepared to ask the House to vote the money for this road. In fact he might go further, and say that the Government would anticipate the vote of that House—for there was no help for it—and redeem their promise, as soon as they were assured that the City Council was

in earnest and had definitely decided to have the cemetery at Subiaco. If they did that—unless there was an adverse opinion expressed by the House that evening—the Government would be quite prepared to carry out its promise to make this road.

MR. A. FORREST said the City Council had already decided upon Subiaco as the site of the new cemetery, but he did not think it was for the Council to prepare the ground for use. Apart from the cemetery, there was a great amount of traffic in that direction, and nearly the whole of the land in the neighborhood had been sold for residential purposes, and this road would be one of the main arteries of the city from the West. He hoped the Government would lose no time in building this road as promised, and the City Council would take care that a site for a cemetery should be given.

The ATTORNEY GENERAL (Hon. S. Burt) thought they ought to see the cemetery made first, before going to the expense of making this road. If they built the road first they might whistle for a cemetery at Subiaco.

MR. MOLLOY asked what had the City Council to do with preparing the ground for a cemetery? The Council was prepared to give the land for the purpose, and it was for the various Churches to take action in the matter of preparing the ground. The Municipality was quite prepared to fulfil its obligations in the matter, so long as the Government were prepared to fulfil their promise to make this road.

THE PREMIER (Hon. Sir J. Forrest) said if the City Council would fulfil their obligations, the Government would do their part.

Vote agreed to.

Roads and Bridges, £18,900:

MR. TRAYLEN, referring to the item "Greenough Road, Front Flats to Back Flats, £1,000," asked the Commissioner of Railways whether there was any chance, at some not far distant date, of a loop line of railway being made to connect the two Flats instead of spending money on this road?

THE COMMISSIONER OF RAILWAYS (Hon. H. W. Venn) said this was a matter which he had had under his very serious consideration. He sympathised very much with the Flats people,

and, although he had come to the conclusion that if we could get our railways built as cheaply as we had lately, it would be almost cheaper for the Government to build a loop line rather than a macadamised road, he could not guarantee that the Government would construct this loop line at an early date. Meantime it was necessary that some means of communication should be provided for the settlers, and the Government had placed this sum on the Estimates for that purpose. He felt sure, however, that this sum would not half do this road, and he felt almost as sure that a very small additional sum would put in a loop line of railway.

MR. TRAYLEN agreed with the Director of Public Works that this sum would only be a drop in the ocean towards making such a road as would serve the purposes of the settlers; and, looking at the low rates of the tenders received of late for railway construction, it had struck him that it would have been a much better thing in the long run to build a loop line between the two Flats, especially as no separate train service would be required, as at Northam, Newcastle, and other branch lines. He hoped the Government would never lose sight of the desirability of making that loop line. Meanwhile, on the part of his constituents, he was very much obliged for this £1,000 towards the making of this road.

Vote agreed to.

The House then resumed.

THE CHAIRMAN OF COMMITTEES reported that the committee had considered the Estimates of Expenditure for the half-year ending 30th June, 1893, transmitted in His Excellency the Governor's Messages Nos. 7 and 10, recommending an appropriation for the same, and had, in accordance therewith, passed resolutions granting supplies amounting to £314,516 15s. 6d.

THE ATTORNEY GENERAL (Hon. S. Burt) moved that the Standing Rules and Orders of the House be suspended, in order that the Report of the Committee might be adopted.

Question—put and passed.

THE PREMIER (Hon. Sir J. Forrest) moved that the Estimates be recommitted, with a view to the alteration of certain items.

Question—put and passed.

IN COMMITTEE.

Educational, £8,637 10s.:

Item 3.—“Scholarships, Perth High School, £150”:

THE PREMIER (Hon. Sir J. Forrest), in accordance with His Excellency the Governor's Message, moved that the item be increased by £50. An error had occurred in not providing a sufficient sum for these scholarships.

Question—put and passed.

Vote, as amended, agreed to.

Harbor and Light, £5,080 10s.:

Item 17.—“3 Assistant Lightkeepers, Breaksea Island: 2 at £96, 1 at £84 per annum;” total, £138.

THE PREMIER (Hon. Sir J. Forrest) moved that the item be reduced by £42, and read as “2 Assistant Lightkeepers, Breaksea Island, at £96 per annum;” total £96.

Question—put and passed.

Vote, as amended, agreed to.

Resolution to be reported.

MR. SPEAKER took the Chair.

THE CHAIRMAN OF COMMITTEES reported that the Committee of Supply had considered the Estimates of Expenditure for the half-year ending 30th June, 1893, transmitted in His Excellency the Governor's Messages No. 7 and 10, recommending an appropriation for the same, and had, in accordance therewith, passed Resolutions granting supplies amounting to £314,524 15s. 6d.

Report adopted.

ESTIMATES, 1893.

COMMITTEE OF WAYS AND MEANS.

THE PREMIER (Hon. Sir J. Forrest) moved that the House resolve itself into a Committee of Ways and Means.

Question—put and passed.

IN COMMITTEE.

THE PREMIER (Hon. Sir J. Forrest) moved, “That towards making good the supply to be granted to Her Majesty for the six months ending 30th June, 1893, a sum not exceeding £314,524 15s. 6d., be granted out of the Consolidated Revenue Fund of Western Australia.”

Question—put and passed.

Resolution reported, and report adopted.

APPROPRIATION BILL, 1893.

THE PREMIER (Hon. Sir J. Forrest) moved, in accordance with the foregoing

resolution, for leave to introduce a Bill intituled “An Act to apply a sum out of the Consolidated Revenue to the Service of the six months ending the last day of June, one thousand eight hundred and ninety-three, and to appropriate the Supplies granted in this session of Parliament.”

Question—put and passed.

Bill introduced, read a first time, and ordered to be printed.

MIDLAND RAILWAY LOAN BILL.

Introduced by the ATTORNEY GENERAL, and read a first time.

THE ATTORNEY GENERAL (Hon. S. Burt) moved that the Standing Rules and Orders be suspended, in order to pass the Bill through its remaining stages.

Agreed to.

SECOND READING.

THE ATTORNEY GENERAL (Hon. S. Burt): The House will recollect that a resolution has been passed by both Houses of Parliament by which the Government were authorised to introduce a Bill of this nature, to authorise the Colonial Treasurer to guarantee the payment of a loan of £500,000 to be raised by the Midland Railway Company for the purpose of completing a line of railway from Guildford to Walkaway. This Bill carries out the object of those resolutions; in fact, it is brought in simply and absolutely in consequence of them, and it is necessitated by them. It is unnecessary for me to review those resolutions, or to enter into the details of this Bill, which is merely consequential. It recites the resolutions of the House as agreed to, and it authorises the Treasurer to give a guarantee, to enable the Company to raise this money. The second clause mentions the conditions under which the guarantee is to be given, and the third clause provides for the issue of the money required to fulfil the guarantee. The fourth clause requires the Colonial Treasurer to lay before both Houses of Parliament an account of all sums paid by the Government in respect of the guarantee; and the fifth clause, which is an important one, provides that in the event of the Government having to take possession of the railway, it shall receive an unencumbered title to the whole line, and every-

thing appertaining to it. The Bill provides that no guarantee shall be given until the agreement between the Government and the Company is executed, and I think it will be found that it provides every protection for the colony, and that it fully carries out the desire of this House in every respect.

Motion agreed to.

Bill read a second time.

IN COMMITTEE.

Clauses 1 to 6 inclusive:

Put and passed.

Preamble:

Mr. DeHAMEL moved that the figures "£500,000" be struck out, and the figures £369,000 inserted in lieu thereof. He did this, not in the hope of carrying it in any way, but to enable those who were opposed to this guarantee being given at all to have their votes recorded in *Hansard*.

Question put—That the figures proposed to be struck out stand part of the question.

A division being called for, the numbers were:—

| | | | |
|------|-----|-----|----|
| Ayes | ... | ... | 17 |
| Noes | ... | ... | 7 |

| | | |
|--------------|-----|----|
| Majority for | ... | 10 |
|--------------|-----|----|

AYES.

Mr. Burt
Mr. Clarkson
Sir John Forrest
Mr. A. Forrest
Mr. Harper
Mr. Hassell
Mr. Lefroy
Mr. Marmion
Mr. Molloy
Mr. Paterson
Mr. Pearce
Mr. Phillips
Mr. Quinlan
Mr. Solomon
Mr. Throssell
Mr. Venn
Mr. Piesse (*Teller*).

NOES.

Mr. Darlôt
Mr. Loton
Mr. R. F. Sholl
Mr. H. W. Sholl
Mr. Simpson
Mr. Traylen
Mr. DeHamel (*Teller*).

Preamble agreed to.

Title agreed to.

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

VACANCY FOR EAST KIMBERLEY.

THE PREMIER (Hon. Sir J. Forrest) moved, That a vacancy having occurred in the representation of the East Kimberley district, owing to the decease of the late member (Mr. W. L. Baker), the seat be now declared vacant.

Put and passed.

LOAN ESTIMATES, 1893.

The House went into committee to consider the Estimates of Expenditure from Loan Accounts for the half-year ending 30th June, 1893.

THE PREMIER (Hon. Sir J. Forrest): In rising to move that these Loan Estimates be now taken into consideration, I must express my regret that they should be placed on the table of the House at so late a period of the session, and that there is so little time for members to consider them. I hope that this will never occur again. I think I may say that the reason of the delay on this occasion has been that we did not take them in hand sufficiently early in order to get them before members; but they proved more troublesome than we expected, and there has been a great deal of difficulty in arranging the form in which they should be presented. Last year these Estimates, as placed before members, created a considerable amount of, I may say, amusement, I think; because they were placed before them in a way that dealt with fractions of the year, one man being charged for half a year, another for three months, another for four months, and so on; and, though they were explainable, still they were put forward in a way that I myself did not like nor approve. I think that on the present occasion we have very much improved the form of these Estimates, although possibly there may be room for still further improvement. The fact of the matter is, Loan Estimates are comparatively a new thing, even in the other Australian colonies; it is only within recent years, in fact, that Parliament has had much control over loan expenditure. Next year, I hope, we shall be able to present these Estimates in a form that will afford members a great deal more information. In all the colonies there have been continual changes in the form in which their Loan Estimates have been presented to Parliament. In the present case we place them before members in the same form, or nearly so, as that which is in force in South Australia. From the General Summary of proposed expenditure it will be seen that it is contemplated to spend an immense amount of money during the coming half-year. The figures almost startled me when I first saw them. But there is this to be said: if all these

works are not undertaken or not completed within the half-year, the money will not be spent. We propose to expend on Loan Account no less a sum than £520,808 8s. 10d., and we further propose to spend, out of the moneys which the Government have been authorised to expend by the resolutions passed by this House the other evening—chiefly on account of the Eastern Railway—a sum of £127,968 6s. 1d., making a total expenditure for the six months of no less a sum than £648,776 14s. 11d. In this General Summary, members will notice, we give some information with reference to the Loan expenditure during the six months ended 30th June, 1892, under the head of salaries and other charges. I regret that we have not been able to give the expenditure for the six months ended 31st December last, but, as under the present rule, the Public Accounts are not closed until the 10th of the following month, it was impossible for us to do so. On another occasion I hope to be able to present these Estimates just after the close of the financial year, and the information will then be almost up to date. It will be seen that on page 4 we give a detailed estimated expenditure in salaries during the coming half-year, thus giving this House control over the salaries of those officers who are to be paid out of Loan moneys. Members will notice that the total amount of these salaries is £13,605, and, when it is recollected that this sum represents the whole of the salaries to be paid in connection with an expenditure of £648,776, I think it will be admitted that the percentage is not very high, although the number of officers may no doubt appear somewhat large. Owing to the short time that the Government themselves have had to deal with these Estimates—they were placed on the table last night, before they had been finally settled by the Government—I find I shall have to move some alterations in some of these salaries, by way of reduction, generally, I am glad to say. On page 5 we show the amounts proposed to be expended during the half-year, out of the unexpended balances of the Loans of 1884 and 1888 respectively, and on the next page we deal in the same way with the Loan of 1891. On page 7 members will find the proposed expenditure under the resolution of this

House, and of the other House, in connection with the proposed deviations to improve the grades on the Eastern Railway, and re-laying the line with 60lb. rails; also the purchase of land for the Perth Railway Station, additional rolling stock, etc., making a total of £127,968 6s. 1d. We then come to some explanatory returns prepared by the Public Works Department and the Treasury, in order to give members information as to the state of the various works undertaken out of loan funds and also the state of the Loans themselves, and the estimated balances at the end of the half-year, and the anticipated progress to be made with each work during the half-year. I think these returns, which are framed generally on the plan adopted in South Australia, will be found very convenient to members, and give them a very considerable amount of information in very few words, which I think they will be glad to have. The same principle has been adopted with regard to the undertakings authorised by the resolution of this House. In regard to these works, it is intended that during the next six months the re-laying of the rails between Fremantle and Beverley shall be completed, and it is hoped that the contract for a portion of the proposed deviation will be let. In regard to the purchase of land for the Perth Railway Station and the erection of that building, the work will be commenced immediately and carried on rapidly. With reference to the additional rolling stock, it is proposed to spend the whole of this amount (£48,566) during the half-year; and, in regard to the item "Miscellaneous," it is proposed, among other things, to make some improvements in the Locomotive Workshops, and also wayside stations. Although, as I have said, I am not prepared to say that these Estimates are placed before members in as good a form as they might be, still they give a great deal of information, and they are certainly presented in a more intelligible form than they were ever given to the House before; and I think members will have no difficulty in understanding them. If they should find any difficulty in understanding them, I shall be very glad—and I am sure my friend the Commissioner, who knows more about them than I do, will also be very glad—to furnish members with an explanation of every item,

I beg to move that the estimated expenditure in salaries and allowances, £13,605, stand part of the Loan Estimates.

MR. TRAYLEN said one really felt taken aback at the amounts appearing under the head of salaries and allowances in these Estimates, and, before agreeing to them, he should like to know what all these engineers, and surveyors, and supervisors, and draftsmen were going to do, and whether they were persons already employed in the Public Service, or whether they were to be brought over here from New Zealand and other parts of the world. It appeared to him a large proportion of the Loan was to be expended in supervision.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) was afraid that the hon. member was not accustomed to allow his mind to drift into calculations, or he would not have said that the proportion was a large one. As a matter of fact it was, proportionately, a very small amount of money to spend on supervision, when it was borne in mind that the contemplated expenditure amounted to £648,000. The percentage on the whole expenditure amounted to about 2 per cent.,—a very low percentage indeed. Let the hon. member undertake any work whatever of the nature of these works, and see what the expense of designing, engineering, and general supervision would be; he would find the percentage would be more likely to be 7 per cent., or at the very outside, 5 per cent. It must be remembered that these salaries were for professional men, and that they were not on the permanent staff but employed temporarily, and only so long as their services were required.

MR. DEHAMEL said he was amazed to hear the Director of Public Works say that the percentage of expenditure in supervision was not high, and that the number of officers employed were not large compared with the work to be done. He noticed there were no less than twelve assistant engineers,—what ever could all these be for? To do what? Absolutely nothing. Then there were six engineering cadets,—what for? Six more engineering surveyors, and no less than 23 supervisors,—what ever were they for? As for draftsmen, there was a regular army of them; he counted no less than 44. What on earth did we want

all this army of surveyors for, when all our proposed railways had already been surveyed?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) did not think the hon. member could be serious. He could not understand him. His remarks were made entirely at the expense of his intelligence. All these officers, the hon. member said, were to be employed doing nothing, when the Estimates before him showed a contemplated expenditure of over £600,000, on public works spread all over the colony, from Wyndham at the North, to Eucla at the South. Did the hon. member think that all these works could be carried on without any supervision? If, when the hon. member had the honor, some day of sitting on the Ministerial benches, and he did not make provision for proper and skilful supervision of the public works he had to undertake, the colony would be in a very bad state indeed. These Estimates had been prepared most carefully by the Engineer-in-Chief, than whom no man in this colony, or the other colonies, was better able to judge of the value of the work he had to do. He was a most careful man, most accurate, and most precise in his calculations; and this colony had no reason to regret the day he came to our shore. He (the Director of Public Works), as Ministerial head of the department, had the greatest confidence in approving and recommending any estimate formed by the Engineer-in-Chief, for the reason that he had never known him do a single thing in a perfunctory sort of way. In a general way he might say that every one of these officers would be necessary, and would be employed. A large percentage of them were now employed, and had been employed, by the Government during the last year; but there were some new men, who might be required for new works to be undertaken.

MR. LOTON said, whatever the capabilities of members on the other side of the House might be, he did not think they could expect members generally to grasp the details of these Estimates in the course of a few hours. The Premier told them that the salaries of officers were given here in detail, so that members might have an opportunity of fixing them. For his part, he was not prepared to, nor did he intend to, fix in any way the

salaries of these particular officers. This was the first time they had had these figures before them, and they had no means of comparing them with what these officers had been receiving in the past.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn): They are the same as last year.

MR. LOTON: And the same number?

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn): Very nearly.

MR. LOTON said he did not intend, at any rate, to challenge the salaries of these officers. They appeared to him, some of them, rather high, and there was a great number of officers to be employed; whether they were all required, he was not prepared to say. The Director of Public Works told them that the salaries only amounted to 2 per cent. on the proposed expenditure. Did the hon. gentleman mean to tell them that this 2 per cent. covered the gross percentage? These salaries were only for six months, and some of these officers had been employed before, and the expenditure extended over a much longer period than six months. If the percentage was 2 per cent. for six months, and the expenditure spread over a period of four years, it would amount to 8 per cent. There was another point: how much of this £648,000 would not come under the supervision of these officers at all,—the expenditure on rails and rolling stock, for instance, and the purchase of land for the railway station. Roughly speaking, about one-third of the expenditure would not come under the supervision of these officers in any way. If they deducted that from the gross expenditure, that also would increase the percentage. Personally, however, he intended to take no responsibility at all in respect of these Loan Estimates, and he did not intend to vote on them, nor did he intend to remain in that chamber while they were being discussed, beyond making these few remarks, because he thought it was entirely unfair and unreasonable to expect members to deal with Estimates that had only been placed before them a few hours, and to take any responsibility in connection with them.

THE PREMIER (Hon. Sir J. Forrest): We are willing to take the responsibility.

MR. LOTON: Well, you can take it. I am not going to take it.

MR. CLARKSON said that to anyone not behind the scenes such a startling array of engineers, supervisors, and surveyors presented a very alarming display; but he was not prepared to find any fault with it, for he did not know anything about it. Nor did he think that other members knew much more. He thought, however, it was to be regretted that all these public works should be going on at the same time, instead of having them spread over a few years. There would certainly be a reaction, when all these works were completed, and the transient prosperity which they had given rise to had disappeared. He thought it would have been much wiser policy if they had been extended over a term of years, instead of being all carried on simultaneously.

THE PREMIER (Hon. Sir J. Forrest) said he wished the hon. member for the Swan—who had generally something sensible to say—had remained in the House, so that he might have replied to him, with regard to the proportion of salaries compared with the proposed expenditure. What were the facts? Of the Loan of 1884, the estimated expenditure was £2,892 17s. 4d., and what did they propose to expend in salaries, in connection with that expenditure? £125. That could not be said to be a large sum. Of the Loan of 1888 it was proposed to expend £3,393 11s. 6d., and the expenditure in salaries was put down at £180. Then take the new Loan. The first item was the railway in course of construction from Perth to Bunbury, and the line from Boyanup to Minninup Bridge, and from Boyanup to Busselton. The estimated expenditure was £131,000, and the amount of salaries was £3,000. The next item was the Yilgarn Railway, upon which they contemplated an expenditure of £140,150; and all they put down for salaries was £2,150. That could not be said to be an extravagant amount. Then they came to the railway from Geraldton to Mullewa, upon which they proposed to expend £50,450, and the amount proposed for salaries in connection with it was £1,425. The next item was "Improvements to Eastern Railway and Railway Stations," upon which they contemplated an expenditure of £31,293, and for salaries they put down £725. Was that a large percent-

age? There was nothing for salaries against the next item, "Additional rolling stock for existing lines." Then they came to the expenditure in connection with the telegraph lines,—£2,019; and the sum of £300 was set against that for salaries. That seemed a little large, but he supposed there was a lot of travelling and supervision. Then on the harbor works at Fremantle they contemplated an expenditure of £45,750, and the amount of salaries provided was only £750. Surely that was not very large. Then there were harbor works at Geraldton,—expenditure, £19,950; salaries, £450. Additional shipping facilities at Carnarvon,—expenditure, £1,025; salaries, £75. The same at Ashburton,—salaries, £75; proposed expenditure, £2,922. Harbor improvements at Cos-sack,—expenditure, £9,435; salaries, £375. Improvements at other ports,—proposed expenditure, £2,075; estimated salaries, £75. Development of goldfields and mineral resources,—contemplated expenditure, £350,000; amount of proposed salaries, £750. Surely it could not be said that in these items the percentage of salaries was large in comparison with the proposed expenditure. Then he came to the proposed expenditure under the resolution passed the other day. Proposed deviations between Fremantle and Beverley and re-laying with 60lb. rails,—proposed expenditure, £48,850; total amount of salaries, £1,000. Erection of Perth Railway Station (including purchase of land), proposed expenditure for the half-year, £18,002 6s. 1d.; salaries, £600. Under the head of "Miscellaneous" there was a contemplated expenditure of £12,550, and for salaries they put down £550. He thought he had clearly shown that there was not a large percentage of salaries; in fact, he was surprised, himself, to find it so small, when he came to analyse it. As for what the hon. member for Toodyay had said about all these works being proceeded with at once, he (the Premier) was prepared to take the responsibility of that. They wanted to give the country a good fillip, to induce people to come here, in the hope that they may stay here. If we were to spend this Loan money little by little, we should not feel the influence of this Loan expenditure at all. Even now, when they were carrying on these works,

they were told on all sides that there was a large amount of depression. What would it be if these works were carried on piecemeal? His idea was that we should be doing a good thing for the country if we spent this Loan money as fast as we could, on works that were necessary for the advancement and development of the colony.

MR. MOLLOY said the Director of Public Works was evidently wrong in estimating the percentage of salaries at 2 per cent. of the expenditure. In some cases the percentage was as high as 15 or 20 per cent., taking into consideration that the expenditure was spread over a larger period than six months.

MR. TRAYLEN said his contention was that the salaries were higher than they need be, bearing in mind the large number of professional men in the other colonies without work to do and almost without bread to eat. He maintained that these men could be obtained at much lower rates than these. He was, however, prepared to even accept this large bolus on condition that we shall have no repetition of the Greenmount business, and no giving of money by contractors to the officers employed by the Government to look after the work.

THE PREMIER (Hon. Sir J. Forrest) : We agree to that.

MR. R. F. SHOLL said he must protest against these Estimates, representing an expenditure of over £600,000, being brought in at the tail end of the session, and members being asked to deal with them in hot haste, instead of after due consideration. This was not the first time this sort of thing had occurred, and important business rushed through at the close of the session. The reason given on the present occasion for all this hurry was because two members of the House wanted to get away to attend the Federal Council. He thought the expenditure of this large sum of money was of much greater importance to this colony than the presence of these two hon. gentlemen at the Federal Council. He was not prepared himself to agree to rush these Estimates through, and he now moved that progress be reported and leave given to sit again.

Motion—put and negatived.

THE ATTORNEY GENERAL (Hon. S. Burt) said the Treasurer had already

expressed regret that these Estimates had not been in the hands of members longer, and every member of the Government joined in that regret. No one would think for a moment that there was any design or desire on the part of the Government to press them through in an improper way. They all knew the circumstances of the case. He had had considerable experience in the past in that House as regards Loan Estimates, and members as a rule spent very little time over them; and he ventured to say that these Estimates, as now presented to the House, gave infinitely more information to members than any Loan Estimates ever presented before. After all, these officers were all professional men, and, for his part, he did not feel himself competent to say what their salaries should be or what staff was required to ensure the proper carrying out of all these important works. The Government were bound to trust their own professional advisers in such matters as these. It would be absurd for them to say to the Engineer-in-Chief, "You shall not have so many draftsmen, or so many engineers, or so many supervisors." If they did, he would simply turn round and say, "Well, in that case, I must do the work in a haphazard way, and you must be responsible for it, for I won't."

MR. A. FORREST said these Estimates did appear to him somewhat extravagant, but they must remember this fact: that during the last year or two our railways had been constructed at 25 or 30 per cent. less than they ever were before, which showed that the Public Works Department was under good supervision, and that there had been some radical change in this respect. That must be due to the care and ability of the present Engineer-in-Chief. The item of "extras" always amounted to a very considerable sum in former railway contracts—a great deal more than the amount put down here for supervision.

MR. DEHAMEL did not see that supervision had anything to do with reducing the price of contract works. Hon. members had as much work to do in that House as a Minister, and had not the 800 golden reasons for doing it. In his own case he worked for the love of his country, and nothing else. The cost of supervision was not 2 per cent. of the Loan expenditure

as stated, but 6 per cent., and that was a very high rate, not during six months, but extending over two or three years. Public rumour said the public works were overrun with inspectors.

MR. MONGER asked who was the Inspecting Engineer at present.

THE PREMIER (Hon. Sir J. Forrest) said there was no Inspecting Engineer at present, but the Government proposed to appoint one. Works had to be carried out all over the colony, and as the Government relied on the estimates of the Engineer-in-Chief, Mr. O'Connor could not attend in his office and also be moving about the country in many places. Mr. O'Connor advised that he must have someone to take his place in inspecting the works in progress all over the colony. He (the Premier) had resisted this until he became convinced that it was necessary. One gentleman to whom the position was offered would not accept it at the salary. The Government hoped to obtain, for this salary, a competent Inspecting Engineer, and if the committee struck out this item they would be interfering with the administration in a way they ought not to do. The committee should cast the responsibility on the Government, and not take it into their own hands. A salary of £600 was as nothing compared with the interests involved. Assistant Engineers were not the class of men required to take the place of the Engineer-in-Chief in inspecting works; and so long as Ministers were in charge of the administration, they should be trusted. Speaking as Premier, he wanted to put the responsibility for these works on the Engineer-in-Chief, as their skilled adviser; and if Mr. O'Connor was not to have the assistance he wanted, it might be said the colony was being swindled here or there in the carrying out of contracts, and was not getting proper value for the money. This salary of £600 a year for a short time might save the colony tens of thousands of pounds.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said there was an Inspecting Engineer in the colony last year, lent by the Victorian Government for a short time, while assisting Mr. O'Connor in designing and supervising various works; but he had to return to Victoria, and the committee

were now asked to renew the vote of this very salary which was passed last session. Therefore it was not a new item.

THE PREMIER (Hon. Sir J. Forrest) said there were several other votes for officers who were not yet appointed.

MR. MOLLOY said it did seem alarming, notwithstanding all the explanations, that so many engineers, etcetera, were required for the expenditure of this amount of Loan money. In the case of the Great Southern Railway, he ventured to say that not one-twentieth of the supervision put down in these Estimates was required in the construction of that railway.

MR. R. F. SHOLL said there was also an Engineer in Charge of Existing Lines, at £600 a year. Therefore he moved that the salary for an Inspecting Engineer be struck out. He was game for that.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that persons might be brave when there was no enemy in the field, and no responsibility.

Amendment—put and negatived, and the item passed.

THE PREMIER (Hon. Sir J. Forrest) moved that the items "One engineering cadet £40, and four engineering cadets £120," be struck out.

Agreed to, and items struck out accordingly.

THE PREMIER (Hon. Sir J. Forrest) moved that the item "Four land transfer surveyors £1,314," be reduced in amount by £264.

Agreed to, and item reduced accordingly.

MR. R. F. SHOLL moved that the total amount of the salaries, £13,605, be reduced by £1,000.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) pointed out that after the committee had passed the items individually, and these amounted to a certain total, it would be impracticable to vote a less total as sufficient for the items passed.

Amendment negatived, and the vote for salaries, as amended, agreed to.

Proposed expenditure out of Loan 1884 (48 Vict., No. 26), £2,892 17s. 4d.:

Agreed to without comment.

Proposed expenditure out of Loan 1888 (52 Vict., No. 12), £3,393 11s. 6d.:

Agreed to without comment.

Proposed expenditure out of Loan 1891 (54 Vic., No. 9), £514,522:

MR. DEHAMEL, referring to the item "Purchase of Steam Dredge or Dredges, and Dredging, £15,400," asked what dredge was ordered.

THE PREMIER (Hon. Sir J. Forrest) said there was a pump hopper dredger, designed by Sir John Coode, built in Holland, and supposed to be one of the most powerful dredges ever built. At the working trials it raised 600 tons in 13 minutes, so that it was a most effective machine. The dredge was then on its way to the colony, and was to be used at Albany and other places, until the ocean mole at Fremantle and the excavations through the rock bar were sufficiently advanced to enable it to be employed at the deepening and reclamation of the harbor in Swan River. Other dredges ordered were a Priestman hopper self-propelling dredge, with very powerful crane, procured and expected shortly to arrive and commence operations at the Swan River bar; also a bucket dredge, to follow up the Priestman dredge.

MR. DEHAMEL asked if the pump dredge was designed to deal with sand, of which samples were sent to Sir John Coode from the banks of the river mouth and from Owen Anchorage.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said it was designed upon data sent to Sir John Coode by the Engineer-in-Chief, who selected samples of the sand proposed to be dredged out. The dredge was ordered with a full knowledge of the specific gravity of the sand to be dealt with.

Items passed, and vote agreed to.

Proposed expenditure under Resolutions of Parliament, £127,968 6s. 1d.:

Agreed to without comment.

These votes completed the Loan Estimates for the half-year; and the Resolutions of the committee, having been reported to the House, were adopted.

Ordered—That the Loan Estimates be forwarded with a Message to the Legislative Council, and their concurrence desired therein.

BONUS FOR EARLY COMPLETION OF YILGARN RAILWAY CONTRACT.

MR. CLARKSON, in accordance with notice, moved, "That in the opinion of

this House it is desirable, in the interests of the country, to offer a bonus to the contractor for the Yilgarn Railway if the line is completed not less than six months before contract time." The hon. member said: I trust hon. members will support this motion. This railway to Yilgarn will do probably more, in the direction of developing the resources of the colony, than any other of the lines constructed or authorised. The large goldfield in the Yilgarn district has been worked under great difficulties hitherto, and, in fact, I am astonished that men can be found willing to expend their money and even risk their lives as they have done. The cost of conveying machinery to the goldfields has been enormous. In addition to the large and almost unlimited extent of gold-bearing country in that region, there is a large extent of pastoral country, of agricultural land, and of sandalwood forest. These sources of wealth only await development by means of the railway; and the object I have in bringing this motion before this House is to expedite the construction of that line as much as possible. We are all aware that the contract price for the construction is at a very low rate, and it will be the cheapest line ever built in Australia. Therefore we can well afford to pay a small additional sum, in the form of a bonus, on condition of the line being constructed in less than the contract time. I wish to make a slight alteration in the wording of the motion, so that it may read as follows: "That in the opinion of this House it is desirable, in order to secure the early completion of the Yilgarn Railway, to offer to the contractor for the line a bonus of so much per month, to be determined by the Government for each month under the contract time within which the line may be completed."

THE SPEAKER: It is not in order for the hon. member to amend his motion without notice.

MR. THROSSELL: I have been told that this motion is a job, to give a bonus to the contractor, who has undertaken the contract work below a fair price. I do not see where the job comes in. The contractor is liable to a fine if he exceeds the two years; and it seems to me reasonable that he should also have the money value for work performed inside of contract time. I second the motion.

MR. DEHAMEL: It is really most extraordinary that we should have a motion such as this put before us as a feeler. The contractor knew perfectly well what he was about when he took that contract at an exceptionally low rate. Every railway contractor who wants to make money must do his work as quickly as possible; therefore a motion asking this House to give a bonus to Mr. Edward Keane, or to anybody else, to complete this line inside of the contract time is simply unnecessary and absurd, because he will be bound to carry it out at the quickest rate in order to make money out of it. If we had intended to give any bonus for quick construction, it was the duty of the Government to notify to all intending contractors that if the line was to be completed in six months less than the two years allowed in the contract, a bonus of so much would be paid. If that had been done, the other contractors would have known, and would have put in tenders at a lower price, so that instead of our having to pay £871 per mile for the construction, we might have had the work tendered for at £800 per mile. It would be most unjust to offer any bonus now to the contractor, simply because he has taken the contract at a low rate. We know, with reference to the Great Southern Railway, that Messrs. Millar, the contractors, were entitled to take three years over their work—indeed, I believe it was four years—but they asked to be allowed to run the railway through in very much shorter time, and they did so, and by so doing they were able to save money. If we leave the contractor alone, in the present instance, and refuse to throw away the money of the people in giving a bonus to Mr. Keane, leaving the contract as it stands, Mr. Keane will run this line through as quickly as he can, as his only means of making anything out of it. If he does it quickly, I believe he will make £10,000 or £15,000 out of it, as low as the price is. I am astonished that the hon. member for Northam—a shrewd business man—should get up and support this motion. I intend to oppose this motion tooth-and-nail.

MR. TRAYLEN: This is a case of a contractor having burnt his fingers, and then requesting the member for Toodyay to put some oil on and bind up his wounds. Has that hon. member reflected

on what this motion comes to—that this is equivalent to a vote of no-confidence in the Government? Because, if there be this large gain from having the line completed in less than contract time, why in the world did not the Government see the gain? Surely there are men within the Ministry who are capable of seeing such an advantage as this, if it really exists; and I take it to be a serious reflection on their judgment that this motion should even be proposed, and if it be carried it will be followed some day by the resignation of the Ministry. I agree with the hon. member for Albany that the proper place for this offer of a bonus was in the conditions of the contract, or that the tenderers should have had the right of stating the amount of bonus for which they would be willing to complete the railway so many months earlier than the specified time. I intend to vote against this motion.

MR. MOLLOY: I am surprised at the motion of the hon. member for Toodyay. It seems strange that he is so moderate. It is a wonder he did not ask the Government to lend the contractor the assistance of all their available plant, and a few of the extra engineers we have voted for to-night, so as to help him in the undertaking. It has struck the hon. member for Toodyay that we are getting this work done too cheaply, and, having sympathy with the contractor, he has asked the Government to give some of the country's money away so as to aid the contractor in this undertaking. The Government may have a great deal of sympathy with the contractor on account of the low price at which he has engaged to do the work, and they may be willing to countenance this motion to the extent of giving advice to the mover; and the instruction which the hon. member has received here to-night in the supervision of public works may enable him to supervise this contract work at a profit. It seems that we are to say to the contractor, "You have taken this work too cheaply, and as we cannot take advantage of you in this way we must give you a little more than you asked; we cannot impose on you like that, and as you are such a good-natured fellow, we will subsidise you with £10,000 by way of a bonus, and also give you the benefit of our experience gained in the Assembly, and will

guide you with our advice." I do not know whether the hon. member proposed this motion as a joke, and, owing to the lateness of the hour, wanted to revive our drooping spirits, so that we might say, "We won't go home till morning." But, speaking seriously, I do not think the hon. member expected us to entertain the proposal.

THE ATTORNEY GENERAL (Hon. S. Burt): Although the object may be a laudable one, to accelerate the completion of this railway, hon. members will know at once the Government could not think of supporting this motion, chiefly on the ground that, having accepted a tender and made a contract, to add another term to the contract would be unfair to the other tenderers. I question whether it would have helped forward the construction of the railway if we had put such a term in the contract, because, as has been pointed out, these works are completed as quickly as possible, otherwise nothing is made out of them. It is hardly right to insinuate that the contractor has burnt his fingers, or to speak in that way, because no such suggestion has come from the contractor to the Government, and he may be quite satisfied with the contract; for he, being a shrewd man, knows what he is doing, and expects to make money out of the contract. He has not said he is desirous of a bonus. The member who represents the district naturally desires to complete the railway as soon as possible.

Motion, by leave, withdrawn.

ADJOURNMENT.

The House adjourned at 12 o'clock, midnight.
