

General accepted it. Better lose the Bill than allow the organisation in question to advance its interests against the interests of the State.

Question (that the Council's amendment be agreed to) put, and a division taken with the following result:—

Ayes	..	..	20
Noes	..	..	6

Majority for .. .. 14

**AYES.**

Mr. Barnett  
Mr. Brebber  
Mr. Cowcher  
Mr. Davies  
Mr. Draper  
Mr. Eddy  
Mr. Ewing  
Mr. Gordon  
Mr. Gregory  
Mr. Keenan  
Mr. Male  
Mr. Mitchell  
Mr. Monger  
Mr. N. J. Moore  
Mr. Price  
Mr. Smith  
Mr. Stone  
Mr. Veryard  
Mr. A. J. Wilson  
Mr. Layman (Teller).

**NOES.**

Mr. Bath  
Mr. T. L. Brown  
Mr. Horna  
Mr. Taylor  
Mr. Ware  
Mr. Underwood (Teller).

Question thus passed, the amendment agreed to.

Resolution reported, the report adopted, a message accordingly returned to the Council.

### ADJOURNMENT.

The House adjourned at 3 o'clock Friday morning, until 11 o'clock forenoon of the same day.

## Legislative Council,

Friday, 20th December, 1907.

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The PRESIDENT took the Chair at 12 o'clock noon.

Prayers.

### PETITION—ABORIGINES.

Hon. J. W. Wright presented a petition bearing 70 signatures, referring to the treatment of aborigines in this State.

Petition received formally.

### PAPERS PRESENTED.

By the Colonial Secretary: Meteorological Observations and Report of the Government Astronomer for 1906. Woods and Forests Department, Annual Report. Acclimatisation Society, Annual Report.

### QUESTION—REFERENDUM, TO ABOLISH ONE HOUSE.

Hon. W. MALEY asked the Colonial Secretary (without notice): Is it the intention of the Government during recess to take a referendum of the people of Western Australia as to which, if either, of the Houses of the Legislature should be abolished?

The COLONIAL SECRETARY replied: No.

### BILL — GOVERNMENT RAILWAYS AMENDMENT.

Read a third time and *passed*.

### BILL — METROPOLITAN WATER AND SEWERAGE AMENDMENT.

*First Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the first read-

ing said : I do not intend going on with this Bill, because last night I gave an assurance that if we sat late there would be no fresh business taken to-day. It would be breaking that promise if the Bill were now proceeded with.

Question passed. Bill read formally a first time.

## BILL—WORKERS' COMPENSATION AMENDMENT.

### *Assembly's Amendments.*

Schedule of four amendments made by the Legislative Assembly now considered in Committee.

No. 1—Clause 2, strike out the clause.

The COLONIAL SECRETARY : The Bill, which passed the House some time ago, had for its object the amending of certain sections in the Workers' Compensation Act of 1902. Clause 2 gave a better definition of the word "dependants" than existed in the present Act, and the same definition was accorded to it as in New Zealand, where it was provided that a dependant must be a resident of Great Britain or the Commonwealth. Clause 3, which was also desired to be struck out, provided that proceedings to enforce a claim should be commenced within three months after the claim for compensation had been made. The first portion of Clause 5, which was also desired to be omitted, related to old and infirm workers. The object of introducing it was to enable employment to be obtained by these old men, and that they should be insured under special conditions. The provision for lumpers not in continuous employment remained, together with the alteration in the provision for medical assessors. To avoid the risk of losing the Bill he moved—

*That the amendment be agreed to.*

Question passed, the amendment agreed to.

No. 2—Clause 3, strike out the clause :

On motion by the Colonial Secretary the amendment disagreed to.

No. 3—Clause 4, strike out the clause :

The COLONIAL SECRETARY : The clause amended Section 11 by providing

that proceedings to enforce the claim must be commenced within three months after the claim was made. He moved—

*That the Assembly's amendment be agreed to.*

Hon. J. W. HACKETT : Then there would be no limit to the time within which the action must be commenced ?

Hon. G. RANDELL : The Bill had received careful consideration here, and was a Government measure ; nevertheless we were asked to agree to this vital alteration. He would not vote in the dark.

Hon. J. W. WRIGHT moved—

*That progress be reported, and leave asked to sit again.*

The COLONIAL SECRETARY : The Assembly had not added anything to what this House passed, but had agreed to two of our clauses and rejected three.

Motion (progress) put and passed.

Progress reported formally.

[Bill thus lapsed.]

## BILL—NEWCASTLE-BOLGART RAILWAY.

### *Second Reading.*

The COLONIAL SECRETARY (Hon. J. D. Connolly) in moving the second reading said : It is no use denying that this Bill is introduced somewhat late in the session. I should have introduced it last night but for the long sitting, and members might then have had a better opportunity of considering the measure. I will now give all the information that is possible ; and I think that when members have considered my explanation they will feel quite certain the railway is justifiable, notwithstanding that the time is so short for its consideration. This is not a new proposal, for it has been before the country even longer than many of the other works which have recently been under discussion. Provision is made for it in the Loan Act, and mention has been made of it from time to time. The country through which it passes is well known to several members who will be able to support what I have to say. The Bill is for the construction of a line 23 miles in length, running north from Newcastle to Bolgart. A sum of £25,000 has

been placed on the Loan Estimates for the work. The question of building the railway has been under discussion since 1900, when Sir John Forrest first introduced it. At that time an estimate was made as to the cost of the line and its possible extension farther on. Frequent requests were made to the Government with regard to the line and in 1905 Mr. Johnson, who was then Minister for Works, provided funds for the survey of the line. A map showing the land through which this railway passes can be seen on the table of the House. Some time ago the Premier received two deputations as to the railway and it was then said that the line had been promised to the people of Newcastle by former Governments. I may mention in passing, however, that no record can be found of any such promise having been made. As this district was kept from expanding, through the country to the immediate north and east of the proposed line being in the hands of the Midland Company, and as the Government in 1905 decided not to purchase the Midland line and lands, it became the duty of the Government to open up the lands and get them selected, even if the Midland Company reap some advantage, as the benefit will ultimately accrue to the State owing to the land being settled. Apart from this, a clause has been inserted in the Bill, similar to that in several other Bills dealing with agricultural railways, providing for the resumption by the Government, within twelve months of the date of opening the line, of blocks of not less than 1,000 acres within a certain radius of the line, the value to be arrived at by arbitration. Within a 12-mile radius there are estimated to be 70,000 acres of first-class Midland land, so it is within the Government's power to force the opening up of the Midland land within the prescribed radius. The length of the line is between 23 and 24 miles; the weight of rails is 45lbs., and the ruling grade 1 in 40. The total estimated cost without rolling-stock is £40,000, or £1,657 a mile. The estimated working expenses per annum are £1,000 and the revenue £1,000. Within a 12-mile radius of the proposed line 133,375 acres are alienated, exclud-

ing Midland lands, and 76,000 acres are open for selection. The total of the Midland lands within this radius is 216,000 acres, and the line will influence altogether about 426,175 acres.

*Hon. W. Kingsmill:* Does Clause 4 apply to the Midland lands?

The COLONIAL SECRETARY: I think so, but I am not certain. I will let members know before the question of the second reading is put whether the clause is applicable to the Midland lands or not. If the Government have the power it will be enforced against the Company just the same as against anyone else. The Crown lands available for selection in the district are mostly second-class, although there is good land in the district which has been alienated. It is considered that, with the advantages of railway communication, one-third of this area, or about 25,000 acres, will be taken up as first-class land, although it is now classed as second. The Midland land within this area might be classed as 70,000 acres first-class, 60,000 acres second and 85,000 third. Of the alienated land 56,000 acres have been ring-barked and this area is increasing daily. There are 33,000 acres cleared, half of the quantity being under crop or in fallow. To this can be added 83,000 acres, making a total of 116,000 acres suitable for cropping and capable of producing from 12 to 20 bushels of wheat per acre, or from 20 to 30 cwt. of hay. The population is estimated to be about 1,100 people. There is a considerable quantity of produce coming from this district and last year there were 7,000 carcasses of mutton, 7,000 lambs, 2,000 pigs and 400 bales of wool sent from the district. The land is all within the 20-inch rainfall belt. This fact alone, with the advent of the railway, should ensure the inferior lands of the district being settled. The proposed line will provide railway communication for three repurchased estates, the Coondle, through which it directly passes, the Norman, a little to the east of the line, and the Bolgart where the line terminates. The Coondle Estate, comprising 7,700 acres, close to Newcastle, was bought by the Government a few years ago, subdivided

and sold again for £12,500. The whole of it is occupied, and there are now in full work upon it about 40 separate holders, engaged chiefly in wheat growing. The improvements put on this estate since the subdivision are valued at considerably more than the total selling price. The Norman Estate of 7,000 acres was repurchased and sold again in 1900 to 25 farmers for £11,897. Extensive improvements have also been made on this estate. At the end of the railway is the Bolgart Estate of 9,312 acres, which was subdivided only in 1904, and sold for £9,477. The Land Purchase Board reported that this block was admirably adapted for agricultural settlement, and their prophecy that the land would be readily selected was fully borne out, as the whole area was selected almost immediately. There are now 18 farmers in occupation of this area, among whom is Mr. Camerer, an expert in dairy farming from Victoria. I know this gentleman well; he has had large experience in dairying in the sister State, and after going over almost all the available lands in the settled districts, decided that Bolgart was a good place in which to start dairying. He brought over a big plant, and I believe he is making a great success of dairying in that district. It was in the belief that the railway would be built that these settlers went to Bolgart. Eventually the line will extend farther north, and open up more country.

Hon. V. HAMERSLEY (East) : I have great pleasure in supporting the proposal. I have been interested in this measure for some time and know a good deal of the locality. I am pleased to be able to assure members that of all the propositions placed before them no agricultural railway can put forward better claims than this one. [*Hon. E. McLarty* : Denmark ?] Better even than Denmark, for it is likely to be a payable proposition from the start. The fact that so much of the land has been acquired speaks well for the quality of the country. A great deal of the country has been settled for a long time, and it is very hard that those persons who have been there so long, and

have worked so well, should have to cart their produce 20 or 30 miles, while new lines are built in other directions. Although the Colonial Secretary says no record has been found of previous promises having been made for the construction of the line, I can vouch for the fact that they were made. Sir John Forrest when in power ordered surveys of the line and the surveyors were within a week of carrying out the work when they were recalled. Sir Walter James, when Premier, received a deputation on the question. I was there and among others were the Speaker and many other well known men. In reply to the deputation the then Premier said he recognised that the claims of the district were undoubtedly good, but unfortunately the Government had no money at that time for the construction of the line. He added that he intended, as soon as the Government had the money for the purpose, to build certain agricultural railways, and he assured the deputation that the Newcastle-Bolgart line would be the first agricultural railway built. It was a great surprise when a year or two afterwards the discovery was made that this promise had not been placed on record. However, there were men who attended that deputation whose word is beyond reproach and who can vouch for the correctness of what I now say. The Colonial Secretary referred to the length of the line and the large area alienated, but I want particularly to lay stress on the fact that this line will be a direct feeder to three estates repurchased by the Government. The Bolgart Estate, which is at the terminus of the line, has all been acquired by small selectors. The proposition has been the most profitable of all the repurchased estates acquired by the Government in any part of the State. Again, it serves the Norman area, considered by competent authorities one of the cheapest and best estates ever acquired by the Government. The whole of the land has been taken up in small selections, which have been highly developed, and the transaction has yielded the Government a handsome profit. On the third estate the whole area has been selected, and being well adapted for fruit growing

is much used by the orchardists. Many of the farmers on this area come from South Australia. From Newcastle, the starting point of the proposed extension, about 14,000 sheep were trucked between June and November last, and the larger number came from the district to be served by the railway, which will thus prove a great convenience not only to new selectors but to the older men whose livestock it will take to the market. It is said that the present railway from Clackline to Newcastle does not pay; but the reason is that most of the settlers are in the district to be served by this extension, which will thus make the whole length pay, and will assist people who are now carting their produce from fifteen to thirty miles, and whose lands are therefore unprofitable. The railway will lead to a large increase in the output of the district, which will soon be second to none in the country. Much more could be said in favour of the line, but time will not permit.

Hon. G. BELLINGHAM: I move—

*That the debate be adjourned.*

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

Ayes	..	..	..	6
Noes	..	..	..	10

Majority against	..	4
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AYES.	NOES.
Hon. G. Bellingham	Hon. J. D. Connolly
Hon. T. F. O. Brimago	Hon. V. Hamersley
Hon. W. Mailey	Hon. S. J. Haynes
Hon. R. L. McKenzie	Hon. W. Kingsmill
Hon. J. A. Thomson	Hon. W. T. Loton
Hon. J. W. Wright	Hon. E. McLarty
	Hon. C. A. Piesse
	Hon. G. Randell
	Hon. C. Sommers
	Hon. G. Throssell

Motion thus negatived.

Hon. C. SOMMERS (Metropolitan): I must protest against such measures being brought in so late in the session. I voted against adjourning the debate because in fairness to the Bill we should have an explanation from the Colonial Secretary as to the power of the Government to repurchase the Midland Company's lands. While objecting to such measures being rushed through, I wish to say I knew the country in question,

and have carefully examined it; and if there ever was an extension warranted, it is this extension. Some of the settlers bought what is known as the Bolgart Estate, repurchased by the Government from absentee owners and subdivided; and when the settlers bought the land it was understood by them, and stated I believe by agents for the Government, that the Government intended to construct a railway through the Bolgart settlement. Though I am opposed to the project, I think the Government should keep faith with the settlers. To begin with, a railway only thirteen miles in length such as the railway from Clackline to Newcastle is no use in itself, and should not have been constructed unless with a view to this extension. When we employ an engine to run thirteen miles we might as well let it run thirty. Only by extending that railway can it be made to pay.

Hon. G. THROSSELL (East): If Mr. Bellingham had known all the circumstances, he would hardly have acted so ungenerously as try to kill the Bill. This district has for many years languished for want of railway extension. It is one of the districts that have had the misfortune to be surrounded by large estates. The Government have already purchased and subdivided three of these, with highly successful results. The other estates, of course, remain in the hands of the owners. The locking up of the estates has of necessity compelled the poor settlers to settle far from the railway. Many men are settled more than thirty miles from Newcastle, and some have to pay sixpence a bushel for carting their wheat. It will therefore be recognised that though this is an old district and worthy of every consideration, it lags behind all other districts. The poor settlers can never prosper until they have the benefit of this railway extension, without which the railway from Newcastle to Clackline will never pay. The objection urged in reference to the Midland Company will be to a certain extent removed when members recognise that the company are already actively subdividing their own land in the neighbourhood; and I think I am justified in saying that

to-morrow 30,000 acres of Midland country will be submitted to auction at prices varying from 4s. to 20s. per acre. Under the land tax measure just passed the Midland Company's land, if it cannot be resumed, will at least be subjected to taxation. I desire emphatically to assure members not acquainted with all the circumstances that to throw out this Bill would be most cruel and inconsiderate. For years past different Governments have promised the railway. I shall be deeply disappointed if members do not extend the same provision to those old settlers in this district as has been extended during this session of Parliament to districts which I venture to say have not the same distinct claims for consideration as this district north of Newcastle. However, I believe members of this House will do justice to these people. I can only say that if this Bill be thrown out, and I do not anticipate that, we thus break down the possibility of any large extension of settlement in the Bolgart district. Members must give me credit for knowing something of the conditions of this district. With the object of bringing about closer settlement there, some years ago when I was Minister for Lands I acquired on behalf of the State one of the largest estates in the neighbourhood. With our new taxation proposals bringing about closer settlement it will insure the success of this extension. In addition to that it is impossible for the present line from Clackline to Newcastle to pay unless there is farther extension. I leave the matter in the hands of the House with the fullest confidence that the Bill will pass.

Hon. J. A. THOMSON (Central): I cannot help drawing the attention of hon. members to the fact that this railway is not going to supply the wants of many settlers. If members will look at the map they will see that this line passes for the greater part of its length through three or four big estates. It has been said by hon. members that this line is to be built to serve the interests of settlers in the newly purchased estate of Bolgart. That is probably why I feel inclined to support the second reading.

I would point out that only last night several members endeavoured to point out that these spur railways were not in the interests of the landed proprietors through whose property they passed, and consequently these owners wanted the Government to fence the railways where they passed through their estates. Can anyone seriously say that this railway will not enhance the values of these large estates through which it passes? The railway will be more in the interests of owners of large estates than in the interests of the few small settlers it is proposed to serve. It has been said that these spur lines are necessary to open up country in order to make room for the settlers we are inviting to come to the State. What is the best way to get land thrown open for the use for which nature has designed it? A tax on unimproved land values. If there were a fairly stiff land tax, instead of the sham one just passed, it would not be worth while the holders of these large estates continuing to hold them except for the purpose for which the lands are best suited, that is agriculture instead of pastoral purposes; and instead of these settlers we are inviting to this country being driven to the termini of the railways and far beyond, we would have them settling on land adjacent to the lines already built and paid for. By the construction of railways we enhance the value of lands twenty and even a hundredfold. But I am not going to delay this matter any farther, though I feel strongly in the direction in which I have spoken. I do not oppose the second reading of this railway, because it is plain to me that a large number of settlers will be served by its construction, though the probable utility of the railway will be for a few landed proprietors, I am sorry to say.

Hon. C. A. PIESSE (South-East): I merely wish to say two or three words in reply to Mr. Thomson. Those estates, which he has pointed out as a reason why the railway should not be constructed, can be bought under the compulsory purchase clauses embodied in the Bill. This argument cannot hold water,

because they are more than 1,000 acres in extent and immediately come under the compulsory purchase clauses.

Hon. W. T. LOTON (East): Of all the agricultural railways before this House this session this Bill is next to the best proposition. There are two that stand foremost, the Narrogin-Wickepin and this; and I think they are deserving of the support of every member of this House. This is not a spur line. It is a continuation of the Clackline-Newcastle line, and it will be the means of making the present section, which is scarcely remunerative, payable. The land is partially settled for the whole of the distance and is suited for close settlement. I suppose the largest of the estates referred to by the hon. member this afternoon will not exceed 5,000 acres, and as much of that as is available for cultivation is now being brought under cultivation. There is a certain quantity of it not fit for cultivation, being too stony. When the line gets out as far as Bolgart it will tap country that for 20 miles is available for settlement, and is good land. It has been selected but cannot be worked for agricultural purposes at present, being too far away. Some members desire to block this Bill. I think it would be better if members satisfied themselves with less talking and proceeded with the second reading of the Bill.

Hon. J. W. WRIGHT (Metropolitan): Is not Clause 2 of this Bill a new clause? Are the settlers willing to accept the condition that they give the land for the railway free? I do not think it is a usual clause. I shall not oppose the second reading.

Hon. E. McLARTY (South-West): When a sensible proposition comes before this House I do not take into consideration whether the railway is from my door, or in my province, or in some other member's province, but I try to regard it with an open mind. I have not visited the Bolgart district, but I have visited Newcastle, and I have seen some country round Newcastle. I have formed my opinion on the quality of the soil as I

formed it in regard to the Denmark land, but I am pleased to say it is a very different opinion. I was impressed with the good land I saw about Newcastle, and I believe from the information given to this House, and from what I have heard of the country outside, that a railway through that area is thoroughly justified. I have therefore much pleasure in supporting the second reading of this Bill. It is not always possible for every member to become acquainted with a particular locality, and with the country through which any of these railways passes; but before opposing a Bill I think it is reasonable that members should endeavour to make themselves acquainted with the facts instead of simply opposing the line for the sake of opposition. I believe this railway will lead to a great deal of settlement and that if it is not a paying proposition immediately it will be so in the future.

The COLONIAL SECRETARY (in reply as mover): The point was raised some time ago whether the compulsory purchase clauses are enforceable against the Midland Company's land. I cannot say definitely, but I do not think there is very much doubt about it. However, in this particular line we are not really dealing with the Midland Company, but with some people connected with the Midland Company. Even if the land belonged to the Midland Company we know that they are willing to sell it, and that they are doing it; and as long as they cut up their land and settle it, it is all the same to the State. We claim that we give away our land, which it really is, at 5 per cent. for 20 years. It is not what we get from the sale of the land, it is what we gain in having the land settled.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

Clause 1—agreed to.

Clause 2—Authority to construct:

Hon. G. RANDELL: This clause differed from the usual clause in the other Railway Bills with reference to

purchase of land at the starting point. Would the Minister explain?

The COLONIAL SECRETARY: It aimed at the same thing. This clause was an improvement, as it amplified the similar clause in other Bills.

Clause put and passed.

Clauses 3 to 7, Schedule—agreed to.

Bill reported without amendment; the report adopted.

Bill read a third time, and *passed*.

## BILL—BUNBURY HARBOUR BOARD.

### *Third Reading.*

The PRESIDENT: I may say that the Council adjourned so late last night that the third reading of this Bill was omitted to be placed on the Notice Paper.

The COLONIAL SECRETARY (Hon. J. D. Connolly): I move—

*That this Bill be now read a third time.*

Hon. S. J. HAYNES (South-East): I desire that the President leave the Chair in order to have the Bill recommitted, so that farther consideration can be given to Clause 18. The question was put through Committee at a very late hour last night in a very sparse House, and I wish now to have an opportunity of dealing with it.

*The Colonial Secretary:* Surely it is impossible for the matter to be reopened now, for we moved on a Message from the Legislative Assembly.

The PRESIDENT: I rule that the Bill cannot now be recommitted, for it has been discussed on the receipt of a Message from the Legislative Assembly.

Hon. S. J. HAYNES: I desire to ask your ruling as to whether it is not necessary to have this Bill passed by an absolute majority of members. My reason is that, according to the Constitution, any member of Parliament accepting an office of profit under the Crown shall be disqualified from continuing to hold his position as a member. That is clearly set forth in three or four sections of the Constitution Act. Clause 18 of the Bill states that the office of a commissioner

of the board will not be looked upon as an office of profit under the Crown. That consequently affects the Constitution, for it negatives one of the sections of the Act, and I submit that, if there were power to introduce into a Bill clauses of this sort, the stringent sections of the Constitution Act would be of very little avail. If it were thought right that a clause of this sort should be inserted in a Bill, surely there would have been some reference in the Constitution Act to the point, so as to enable it to be done? The Constitution Act clearly points out that a member of Parliament cannot accept an office of profit under the Crown; consequently the action taken by the House in passing the clause they did is absolutely illegal.

The PRESIDENT: You are asking my ruling on this point. You are referring to it at some length.

Hon. S. J. HAYNES: I submit that the clause is illegally inserted in the Bill.

The PRESIDENT: In my opinion, this is not a Bill the second or third reading of which requires to be passed by an absolute majority of this House. The Constitution Act 1899, Section 73, requires only that Bills effecting a change in the constitution of the Legislative Council or the Legislative Assembly should be passed by an absolute majority; and the same section expressly gives power to the Legislature of this State to repeal or alter any of the provisions of the Constitution Act without this majority. The Bill now under discussion does, in fact, alter one of the provisions of the Constitution Act, but it does not make any change in the constitution of the Legislative Council or the Legislative Assembly. I therefore hold that it can be properly read a third time on the voices, or on a division by a majority of even one.

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

Ayes	..	..	..	6
Noes	..	..	..	9
				—
Majority against	..			3



AVES.  
Hon. J. D. Connolly  
Hon. F. Connor  
Hon. J. T. Glowrey  
Hon. E. McLarty  
Hon. C. A. Piesse  
Hon. G. Throssell

NOES.  
Hon. T. F. O. Brimage  
Hon. V. Hammersley  
Hon. S. J. Haynes  
Hon. W. Kingmill  
Hon. W. T. Loton  
Hon. W. Maley  
Hon. G. Randell  
Hon. C. Sommers  
Hon. J. A. Thomson

Question thus negatived, the Bill re-  
jected.

At half-past 1 o'clock, business sus-  
pended for an hour.

At half-past 2 o'clock, the President  
resumed the Chair.

### COMPLIMENTARY REMARKS.

The COLONIAL SECRETARY (Hon. J. D. Connolly) said : Mr. President, I think we have finished our labours for this session, and it only remains for me once more to congratulate you, sir, on the able and creditable manner in which you have filled the position you occupy. I wish, in the first place, to tender to you on behalf of the members and myself as Leader of the House, hearty thanks for your kindness and consideration to us during the session. I also wish on behalf of members and on my own behalf to express sincere thanks to Mr. Kingmill, the Chairman of Committees, and to the Clerk of Parliaments, the Usher of the Black Rod, and to the officers of the House. Mr. President, allow me to offer you from members of the House and the Chairman of Committees, and the officers of the House, the compliments of the season. We wish you a merry Christmas and a prosperous New Year.

Hon. G. RANDELL (Metropolitan) : I have much pleasure in supporting the remarks of the Colonial Secretary. We all agree that you, Mr. President, have discharged the duties of your high office with conspicuous ability. I join also with the Colonial Secretary in the remarks made in regard to the Chairman of Committees, and the officers of the House. I join with him also in wishing you a happy Christmas—I never use the word "merry" in this connection—and a happy New Year.

The PRESIDENT (Hon. H. Briggs) in acknowledgment said : Hon. members,

I thank you, Mr. Connolly, and Mr. Randell, one the Leader of the House and the other one of the oldest and most esteemed members, for the kindly words you have offered at this season. I shall leave the Chairman of Committees to speak for himself, but on behalf of the officers of the House I also thank you. As President, I have seen much of the work of every officer of the House, from the highest to the lowest. It is characterised with great credit to themselves, and I think also to this Council. Again, I thank you.

Hon. W. KINGSMILL (Chairman of Committees of the House) : Mr. President, allow me through you to tender my sincere thanks to the Colonial Secretary and Mr. Randell for the kind remarks with respect to myself, and to say that whatever I have done has been rendered easy and pleasurable by the help which hon. members have given, I am sure both to yourself, Mr. President, and to myself in the execution of our duties. I wish also to recognise the great assistance that the officers of the House have been to me. I thank hon. members for their kind and seasonable wishes in regard to myself.

Hon. G. RANDELL: As the senior member of this House, in the absence of Dr. Hackett, who I am sure would be pleased to fulfil this pleasing duty, I desire to express to the Leader of the House the thanks of members for his conduct of the business of the House during the session. It has been a somewhat trying one, and the hon. member has, I am sure, the sympathy of each member of the House. The difficulties of a Minister sitting by himself and, to a certain extent, looking upon all other members as opposed to him, are considerable. At times we disagree with the propositions he has to make and the principles of the Bills he introduces, but we can give him every credit for the earnest and honest endeavour he exhibits to do his best for the State. The Minister has always been ready to give all possible information on the various Bills introduced, and if he has failed on certain occasions to provide all the information deemed necessary it has not been his fault but that of someone else who failed to

furnish it in time for the proper consideration of members. I desire to express my feeling of respect for the Colonial Secretary for the way in which he has conducted the business of the House, notwithstanding the difficult position in which he has frequently been placed. I speak from somewhat long experience in that respect and my sympathies are with him. At the same time I have, at times, been compelled to oppose measures which he has introduced in the discharge of his duties. I feel sure members will concur with me and wish the Colonial Secretary all the compliments of the season.

Hon. R. D. McKENZIE: I have very much pleasure in endorsing the remarks made by Mr. Randell. I am sure the province the Colonial Secretary represents will be proud of him for the work he has done during the session. As a colleague I was delighted to witness the manner in which the Minister conducted the business of the House. I wish him a happy Christmas and a prosperous New Year.

Hon. S. J. HAYNES: I desire to concur in the remarks made by the previous speakers. As a country member I am indebted to the Minister for many kindnesses extended by him to me, and I join in wishing him the compliments of the season and in expressing the hope that he and his will have a happy and prosperous New Year.

The PRESIDENT: May I be permitted to add my note of praise and good wishes for the festive season to the Leader of the House. The relations between him as Leader and me as President have been most pleasant. I wish him a very happy holiday and all the compliments of the season.

The COLONIAL SECRETARY (in response): I can scarcely express my thanks for the very kind words that have been uttered by Mr. Randell and by my colleague Mr. McKenzie. I especially appreciate them and particularly those coming from Mr. Randell who, with the exception of Dr. Hackett, is the senior member of the House, because he probably appreciates the difficulties of the position I have filled. He occupied a similar position for a number of years and knows well what I have had to under-

go. I appreciate too the remarks of my friend Mr. McKenzie, more particularly as we are members for the same province. You will readily understand that the position of Colonial Secretary is not an easy one to fill. I know that at times I have been accused of being hot-tempered, but in justification to myself let me say that the position is a trying one. As Mr. Randell has said, one is inclined to think that every member is, on occasions, against one. That is not really so, but one becomes imbued with that idea when a tussle is in progress. This will account for the fact that at times I have been somewhat irritable. It has been a trying session, for the House has sat longer hours—more particularly lately—and has got through more business than ordinarily. I thank you, Mr. President, and the members for their kind remarks.

His Excellency the *Lieutenant-Governor* entered the Chamber shortly after 3 o'clock, and commanded the attendance of members of the Legislative Assembly, who accordingly arrived with their Speaker.

#### ASSENT TO BILLS.

Mr. SPEAKER presented the annual Appropriation Bill, to which His Excellency assented.

HIS EXCELLENCY also gave assent to the following Bills of the Session, in addition to Bills assented to previously:—

An Act to supply a sum out of the Consolidated Revenue Fund and from Moneys to Credit of the Trust Fund and the General Loan Fund and from the Loan Suspense Account to the Services of the Year ending the thirtieth day of June, One thousand nine hundred and eight, and to appropriate the Supplies granted in this Session of Parliament.

An Act to amend the Police Act Amendment Act, 1902.

An Act to enable the purpose of portion of Permanent Reserve numbered AΛ 3078 to be changed.

An Act to amend the Agricultural Bank Act, 1906.

- An Act for the Closing of certain Roads and Streets or portions thereof.
- An Act to amend the Brands Act, 1904.
- An Act to regulate the Assessment of Land and Income for the purpose of Taxation.
- An Act to impose a Land Tax and an Income Tax.
- An Act to amend the Game Act, 1892.
- An Act to amend the Registration of Births, Deaths, and Marriages Act, 1894.
- An Act to confirm certain Expenditure for the Year ended the 30th day of June, One thousand nine hundred and seven.
- An Act to authorise the Construction of a Railway from Mt. Magnet to Black Range.
- An Act to authorise the Construction of a Graving Dock at Fremantle.
- An Act to authorise the Construction of a Railway from Pinjarra to Marrinup.
- An Act to authorise the Construction of a Railway from Jarrahood to Nannup as an extension of the Wonerup-Jarrahood Railway.
- An Act to authorise the Construction of a Railway from Narrogin to Wickepin.
- An Act to regulate Parliamentary Elections.
- An Act to confirm a Provisional Order authorising the Construction of Tramways in the Municipality of North Fremantle, and to empower the Municipality to construct and maintain works for the generation and supply of Electricity for motive purposes.
- An Act to validate a Rate made and levied by the Road Board of the Road District of Cue, for the Year ending the thirtieth day of June, 1907.
- An Act to amend the Government Railways Act, 1904.
- An Act to confirm a Provisional Order authorising the Construction of certain Tramways in the Municipal District of Subiaco and the Claremont Road District.

- An Act to make better provision for the Protection, Control, Maintenance; and Reformation of Neglected and Destitute Children, and for other purposes.
- An Act to authorise the Construction of a Railway from Newcastle to Bolgart.

### PROROGATION SPEECH.

His EXCELLENCY, in closing the session of Parliament, was pleased to speak as follows:—

MR. PRESIDENT AND HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL—

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY—

I am pleased to release you from your arduous duties, and sincerely trust that the result of the deliberations of this the Fourth Session of the Sixth Parliament of Western Australia will be productive of good to all sections of the community.

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY—

I thank you in the name of His Majesty for the liberal supplies which you have voted for the administration of public affairs.

I trust that the passage of the taxation proposals of my advisers will prove of assistance in connection with the adjustment of the finances of the State, and that with continued and judicious economy in administration the financial stability of the State will be maintained.

MR. PRESIDENT AND HONOURABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL—

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY—

The legislation which you have passed this session, more particularly that dealing with the authorisation of the construction of several new lines of railway and other public works, should do much to advance the chief industries of the State, and will, undoubtedly, lead to increased settlement of our lands; whilst your approval of the purchase of the Denmark Railway and Estate should also be of material benefit.

It is confidently hoped that by means of the organisation provided under the new Act which you have passed amending the law regulating Parliamentary Elections, the electoral rolls will be put in proper order, and the right of franchise not only secured to our people, but that a healthy interest in political subjects will be stimulated.

I note with especial pleasure that you have adopted a Bill having for its object better provision for the protection, control, maintenance, and reformation of neglected and destitute children, and I venture to predict that this Act will prove to be one of the most desirable and humane measures passed by Parliament.

By the passage also of the Railways Act Amendment Bill and the other important measures which have engaged your attention, my advisers are of opinion that the best interests of the State will be served.

I now declare this Fourth Session of the Sixth Parliament of Western Australia prorogued until Thursday, the 25th day of June, 1908.

*The Session then closed.*

## Legislative Assembly,

*Friday, 20th December, 1907.*

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The SPEAKER took the Chair at 11 o'clock forenoon.

Prayers.

### QUESTION—LANDS FORFEITURE.

Mr. C. H. LAYMAN (for Mr. H. Brown) asked the Premier: 1, Is it the intention of the Government to insist on the forfeiture of all C.P., S.O.L., and other leased lands on which the improvement conditions have not been complied with? 2, If so, when?

The PREMIER replied: Each case is dealt with on its merits. Blocks are being forfeited daily for non-fulfilment of conditions. One of the reasons that provision has been made for the date of approval to be placed on all survey posts and lithographs is that persons may have an opportunity of drawing the attention of the department to any block where the conditions are not being fulfilled.

### QUESTION—FACTORIES INSPECTION, PRINCIPAL MEDICAL OFFICER.

Mr. DAGLISH asked the Premier several questions relating to the case of the Chief Inspector of Factories.

The PREMIER replied: I have not had an opportunity of ascertaining the views of the department in connection with these matters, and I much regret that at the present time I cannot give an answer.

Mr. BATH asked the Premier: Does he intend to institute inquiries into the charges made by the Chief Inspector of Factories against the Principal Medical Officer, during the recent inquiry before the Public Service Commissioner?

The PREMIER replied: Any charges made against a public servant can be fully dealt with by the Public Service Commissioner, under Section 47 of the Public Service Act.

### QUESTION—LEEDERVILLE POPULATION.

Mr. BATH asked the Premier: 1, Has the attention of the Colonial Secretary been drawn to the allegations in the Press, that His Excellency the Governor was misled in regard to the population of Leederville as disclosed by the census recently taken by the Electoral