

enough on this subject. I could continue for a week, but then I should get into the same trouble as on a previous occasion. Without farther remark I support the Address-in-Reply.

HON. A. DEMPSTER (East): I rise with pleasure to indorse the many expressions of welcome to His Excellency the Governor and Lady Bedford. I feel sure that Sir Frederick Bedford's residence amongst us will benefit the State. I have pleasure also in welcoming Mr. Kingsmill as leader of the House. In regard to the policy outlined in His Excellency's Speech, I shall say only that, with certain reservations, I believe it will be workable. I am pleased to learn that the Government intend to propose the construction of a railway from Woodmans Point towards Armadale, and that project will have my support. I shall also be prepared to support extensions of the Greenhills and Newcastle railways—works which have been frequently talked over, and of which my brother farmers stand in great need. Very little has been done in that direction recently, and I think I may ask for these two extensions. As regards the question of the Midland Railway, I should be glad if a settlement were arrived at; but not an unfair settlement. One would like to see the Midland Company's property, land and railway, bought by the State. It remains for us to consider whether the company is asking too much. One thing or the other ought to be done. I trust that the votes I shall cast in this House will be in the best interests of the State.

THE COLONIAL SECRETARY (Hon. W. Kingsmill): I must thank hon. members generally for the extremely generous and hearty manner in which they have as a whole supported the propositions set forth in the Governor's Speech: the more so because it makes this, which is practically my first task in this honourable House, the task of replying to hon. members, an easier one. I am glad to find—it is always pleasing to find that people agree with you—that hon. members join in expressions of gratification at the presence amongst us of Sir Frederick Bedford as Governor. I can fully indorse all that has been said, and even more than has been said, with regard to that gentleman's

abilities and geniality. I do not propose to occupy the time of the House very long, but one or two observations which have been made concerning the Transcontinental Railway do not altogether fall in with my way of thinking. I am, of course, one of the last men in the world to blame, or to cease to respect, another man simply because he happens to differ from me. Perhaps, in view of my present position in this House, I am rather too much given to that kind of thing. I understand, however, that in all legislative and deliberative bodies the fault is one which is readily forgiven. Hon. members who have spoken—some of them, at all events—seem to attach rather too little importance to that railway and its influence on the destinies of Western Australia. Again, there is another point: hon. members speak as though the Government were desirous of at once constructing a railway with a gauge of 4ft. 8½in. from Fremantle to Kalgoorlie. That broad-gauge railway, I should like to explain—and I think this is the effect of the reference in the Governor's Speech, which in itself ought to be sufficient for hon. members—is contingent on the Transcontinental Railway becoming a surety. Once that line is assured, I think hon. members will agree with me the broad-gauge line from Fremantle to Kalgoorlie would become absolutely necessary to the interests of Western Australia. I observe that during the discussion on the proposal of the Address-in-Reply, hon. members representing various parts of the State invariably rise to advocate the claims of their constituencies with no uncertain voice; but perhaps the most astonishing development which I have ever heard of in connection with this habit has occurred during the present debate, when hon. members representing Eastern Goldfields constituencies practically expressed a wish to throw on the State generally the burden—because it is undoubtedly a burden—of the Coolgardie Water Scheme. Those hon. members go so far as to compare the Coolgardie Water Scheme with the Fremantle and Bunbury Harbour Works. In the earlier part of the debate, until they were found to be in the wrong they even went so far as to say that the Eastern Goldfields were being subjected