

WESTERN AUSTRALIA

BY

F. HART.

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WESTERN AUSTRALIA

IN 1891.

BY

FRANCIS HART.

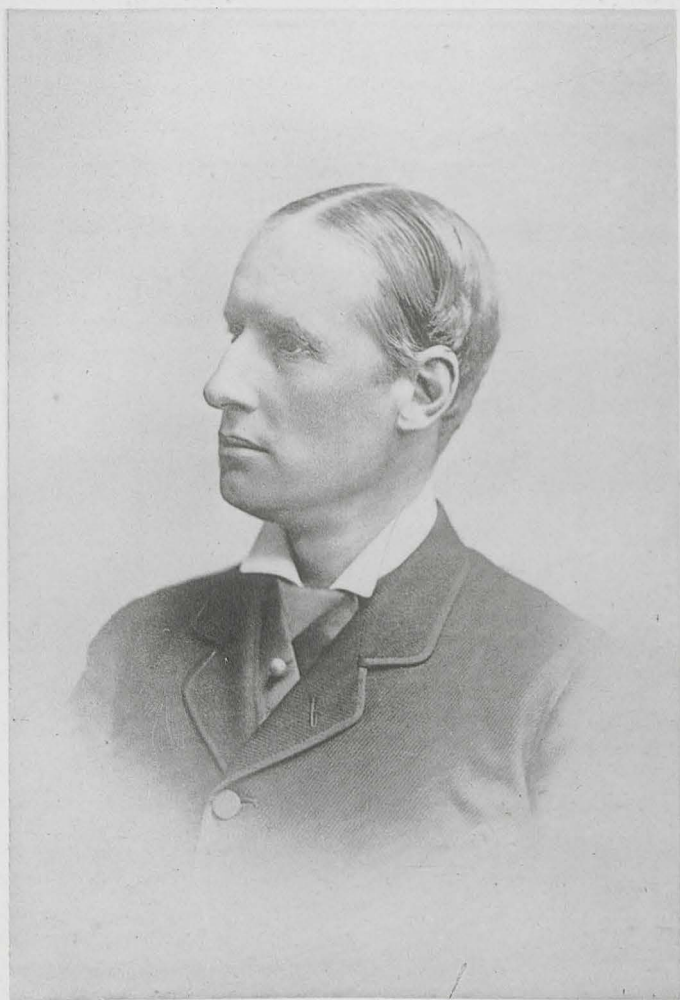
*Illustrated by Maps of the Colony and numerous Photogravures
and Sketches.*

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WESTERN AUSTRALIA





SIR W. C. F. ROBINSON, G.C.M.G.

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PREFACE.



THIS little book does not pretend to be more than a compilation of official and other reliable information concerning a colony to which many interested eyes are turned, and about which there are many eager inquiries from various parts of the world. It must be admitted by all those who read the facts and figures here accumulated that, although hitherto the progress of Western Australia has been slow, it has been of the surest kind, and that its small population, scattered over an immense territory, has done wonders in the way of internal development, and that few, if any, countries in the world can show equal results, regard being paid to their larger populations and more compact territories.

It is not for the compiler of such a matter-of-fact work as this to indulge in any dreams, vaticinations, or "vain imaginings," although an occasional peep into the future is ventured. I may, however, be permitted to reproduce the pregnant words of the Premier, Sir John Forrest, spoken by him last year into Edison's Phonograph, and, it may be hoped, imperishably recorded as a wise forecast of the future of a colony for whose welfare he has striven and is still striving. Thus did he speak:—"I firmly believe that Western Australia has started on a progressive and prosperous career. The inauguration of the new Constitution, giving self-government to its people, has already resulted in a considerable increase to the population, in rich discoveries of gold and other metals in various parts, in a large increase in the general revenue, and in progress and prosperity in many

other directions. But, above all, it has infused into us new political life and fresh political aspirations. With the increased means of transit which are being provided, and with the rapid development of our agricultural and mineral resources, I have every hope and confidence that, in the near future, we shall be able to show that Western Australia is capable of taking an important position among the great self-governing colonies of Australia."

I have to express my acknowledgments to the following gentlemen or sources of information for much that this volume contains:—Mr. M. A. C. Fraser, Registrar-General and compiler of the very valuable *Year-Book of Western Australia*; Mr. W. A. Gale, Superintendent of Census; the Editors of the *West Australian* and *Daily News*; and to the *Picturesque Atlas of Australasia*.

The illustrations are mainly reproductions of photographs taken by Mr. James Manning, of Perth; but I have to especially thank Lady Forrest for having graced these pages by some charming sketches of Western Australian scenery.

PERTH,

F. H.

21st February, 1892.



A BUSH SCENE—THE KINGIA “BLACKBOY.”

From a Water Colour Sketch by Lady Forester.

HANDBOOK

OF

WESTERN AUSTRALIA.

CHAPTER I.

INTRODUCTORY AND GENERAL.

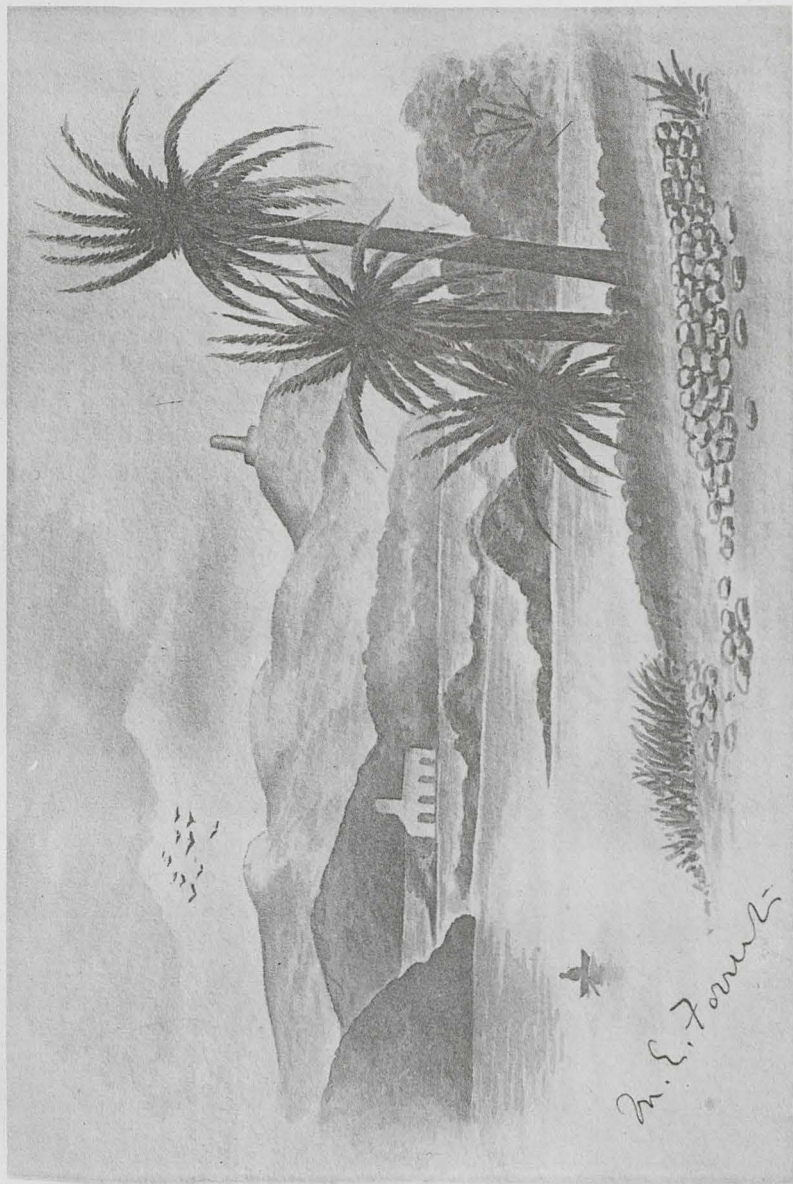
THE Colony of Western Australia, as defined by Her Majesty's Commission, includes all that portion of Australia situated to the westward of 129 degrees east longitude. Its greatest length is 1,480 miles from north to south, and 1,000 miles from east to west. The colony has a coast line of 2,000 miles on the Indian Ocean, from which the prevailing winds blow, and 1,000 miles on the Southern Ocean. There are abundant rains in the south-western portion of the colony during the tillage season (droughts being all but unknown), consequently the farmer is largely relieved from that anxiety about his crops which is felt in other parts of Australia. The heat of summer is moderated by the sea breezes, which are as regular as they are refreshing.

The colony possesses one of the healthiest and most agreeable climates in the world. The mortality since its occupation has not averaged $1\frac{1}{4}$ per cent., and no portion of the globe seems better suited to the constitution of Europeans, be they strong or weak. The mean of the barometer is about 30 inches, and of the thermometer about 63 degrees. It may with justice be alleged that, in general salubrity of climate, Western Australia possesses a marked superiority over any of the Australian Colonies. It is subject to no extremes of heat or cold;

exposure to the weather by night or day appears to have no ill effects on the constitution; snow is never seen; ice only occasionally, and in small quantities, in the depth of winter, and then only very early in the morning.

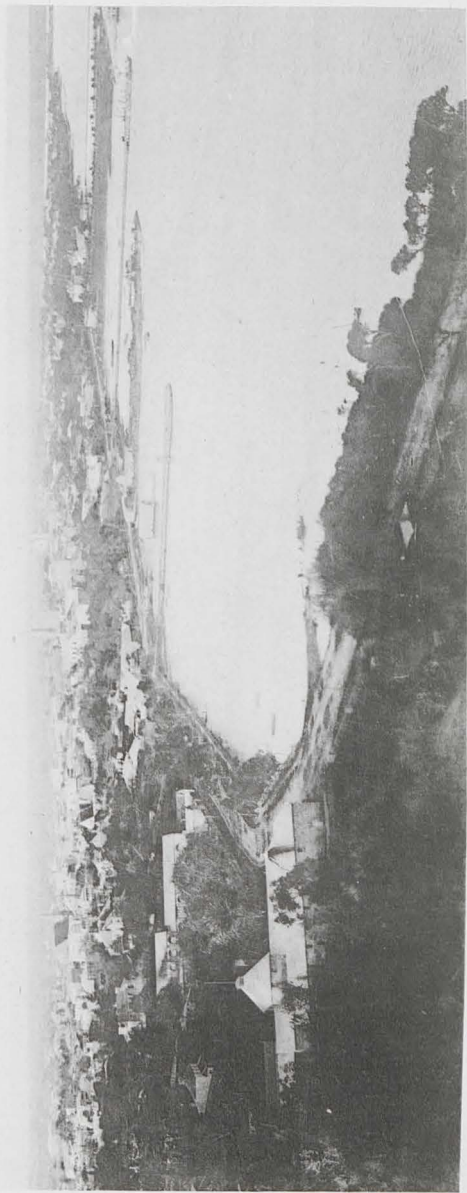
It may be asked, why, with these and other attractions, is the population so small in comparison with the populations of the other colonies of Australia? The reply is obvious. Owing to the superior attractions of the goldfields discovered in the early days of the other colonies, the tide of emigration from England and other parts of the world swept past the shores of Western Australia, and but little was known of her actual capabilities and resources. But now, with the discovery of goldfields in Western Australia, the ebb tide of Australian settlement has set in to her shores. This has also been largely assisted by the system of Constitutional Government inaugurated by Sir William Robinson in October, 1890, which places her on a political level with the other colonies of Australia, and leaves her free to work out her own destiny.

Population, capital, and energy are alone required to raise Western Australia to a foremost position. There is room in her vast territory for millions of enterprising settlers. She invites settlement, with her boundless pastures; with her hills and vales and grassy plains, where already hundreds of thriving settlers are located, and which are being rapidly opened up by railways; with her forests of jarrah—perhaps the finest hardwood in the world; and with her stores of gold, copper, tin, lead, and, it is confidently believed, coal. It is only needful in such a work as this to deal in simple terms with the present position and future prospects of the colony; but others have given Western Australia the name of “the Coming Colony,” and it may be repeated here.



ROTTNEEST ISLAND, SALT LAKES AND WORKS.

From a Water Colour Sketch by Lady FORRESTER.



VIEW OF PERTH FROM MOUNT ELIZA.

CHAPTER II.

HISTORY AND EARLY SETTLEMENT.

CENTURIES ago the western coast of Australia became known to the navigators of Europe—to the bold, hardy men, chiefly Portuguese and Dutch, who went “down to the sea in ships,” scoured the Indian Seas in search of adventure, wealth, and fame, or to add to the territories of their then vigorous and colonising states. Three hundred years almost exactly before the day H.M.S. *Success* touched at the mouth of the River Swan, and Captain Stirling, R.N., examined the neighbouring country with a view to its settlement, the Portuguese mariner Menezes discovered the West Australian shores, and perpetuated the memory of his passing visit in the name given to the rocky islets, still known as the Abrolhos. Upon Menezes followed Houtman, in his turn attracted to the same island group, where also, thirty years later, disastrous shipwreck was suffered by his compatriot Pilsart. Throughout the early part of the seventeenth century, Dutch discovery in the southern seas was actively pursued, and the Leeuwin, Nuyts Land, Dirk Hartog Island, De Witt Land, Edel Land (Shark Bay), with numerous other localities on the western seaboard, christened after ships or their captains, keep the enterprise of these daring sea rovers in evergreen remembrance. Dampier was the first Englishman who followed in their track. In the *Roebuck* he entered and named Shark Bay, and touched at the islands still known as Dampier Archipelago. Ten years later, in 1697, Vlaming discovered the Swan River, and took back to Europe a specimen of that rare and beautiful bird whose presentment now adorns the flag of this western colony. From that time, for close upon one hundred years, Western Australia remained, as far as is known, unvisited, but, in 1791, Vancouver discovered King George’s Sound, while following him came a French expedition in the corvettes *Naturaliste* and *Geographe*, the former vessel giving her name to a rocky cape fifty miles northward of the Leeuwin, rounding which the storm-tossed mariners glided into the still waters of a bay, which, in its appellation, still perpetuates the memory of the *Geographe*. A river also in the neighbourhood recalls a melancholy

incident of the expedition—the drowning off its mouth of a sailor named Le Vasse. Here, thirty-five years later, the brothers Bussell, tracking strayed stock northwards from the settlement at Augusta, found them feeding in abundant pasture, named the locality “Cattlechosen,” made themselves there a home, and founded the town of Busselton. Till 1826 there was no occupation of any portion of the West Australian main, but, in the beginning of that year, the then Governor of New South Wales sent a few soldiers and convicts to settle at King George’s Sound, under the command of Major Lockyer, deeming it desirable to secure possession of a locality with a harbour so magnificent, commanding the track of a large proportion of the Australian fleet, homeward and outward bound. Twelve months later, Captain Stirling was despatched in H.M.S. *Success* to re-victual this infant settlement, and to examine the Swan River, with a view to the occupation of the adjacent country, the Government of the parent province fearing that the French might anticipate their purpose. So encouraging were the reports made by the members of this expedition, that a settlement of the Swan River was finally resolved on, Captain Stirling being sent to England for instructions, while Captain Fremantle was entrusted with the duty of hoisting the British flag at the locality which now bears his name. Captain Stirling apparently reached England in 1828, for we find the first Order-in-Council having reference to the Swan River dated in December of that year. This order was for the encouragement of emigration to the new settlement, and offered highly advantageous terms to persons proceeding to it at their own expense during the currency of 1829, the year of the erection of the settlement into a colony. Without giving a long history of the trials and struggles of the pioneers, which were many and great, it may be said that some of the early settlers, disgusted with their new and hard life, left the colony, but retained possession of the large tracts of country granted to them. Several remained, however, and their descendants are now among the most prosperous and respected settlers in the colony. Those who arrived in after years found some difficulty in obtaining land in favourable localities, *i.e.*, near the chief settlements, but this was not without its good effect, as fresh land was opened up, and settlement was spread over a wider area than it might otherwise have been.

The history of the trials and struggles of the early settlers is graphically told in that admirable publication, the *Picturesque Atlas of Australia*, and will not be dwelt upon here, as our duty is to deal with the present and peep into the future. But something remains

to be said of the growth of the colony during its adolescence. The progress made by the new colony during the first years of its existence, with Captain (afterwards Sir James) Stirling as Lieutenant-Governor, was by no means inconsiderable. In that short time Fremantle had grown, so another Governor, Colonel Irwin, tells us, into a small neat town, with wide streets, some of which had been macadamised. Perth had many houses of wood and brick, officers' quarters and soldiers' barracks, a gaol, a church, and good shops and stores. Settlement had crept along the rich river flats to Guildford and beyond, and had even penetrated to York, the Murray, and Augusta, whilst there was a thriving settlement at King George's Sound. As for the pioneers themselves, in the words of a well-known West Australian writer:—"These early immigrants, by their social standing, by their individual character, their aims, their virtues, and even their weaknesses, moulded to a great extent the fortunes of the country and maintained its development within those lines which have made its history so strangely singular."

On the whole it may be said that the history of the colony has been that of slow, sure, and steady progress, in which she was greatly assisted by the wise government of Sir Frederick Weld and Sir William Robinson. The latter has been three times Governor of Western Australia, and was especially entrusted with the onerous and delicate task of inaugurating the present system of responsible government, which he did amidst universal rejoicing on 22nd October, 1890.

In ten years the colony extended the telegraph line the whole length of her territory, and there is now scarcely a town of any importance that is not in telegraphic touch with the rest of the world; she has nearly 200 miles of Government railways, and another 370 miles are being constructed; a "land grant" railway connects Albany with Beverley, the terminus of the Eastern Railway, which has its commencement at the port of Fremantle; and another "land grant" railway, the Midland, is being constructed from Guildford to Geraldton, a distance of about 300 miles. Valuable goldfields have been discovered in various parts of the colony, pastoral and agricultural settlement is increasing apace, and the chief cities and towns are rapidly growing in population, wealth, and general importance.

CHAPTER III.

GEOGRAPHY AND PHYSICAL FEATURES.

ACCORDING to the latest computations, the area of Western Australia is 1,060,000 square miles, or 678,400,000 acres. The whole of Australia is estimated to contain 2,944,628 square miles, and, therefore, Western Australia occupies more than one-third of the continent.

There are six land divisions, viz. :—South-west, Eastern, Eucla, Gascoyne, North-west, and Kimberley. These divisions are for the purposes of the Land Regulations. Commencing with Eucla Division, the most southern district, only a portion of this has been explored, but excellent pasture lands are known to exist there, and there are a few sheep stations in the district, the development of which will be largely aided by the discovery of artesian water, which is believed to abound, but has not yet been searched for. There are considerable pasture lands in the neighbourhood of Esperance Bay and Israelite Bay; and the Hampton Plains, a large tract of which has recently been purchased by an influential English syndicate, are regarded as highly suitable for pastoral settlement, which has, however, not yet extended so far to the south-east. The absence of permanent water is the great drawback to the permanent development of this division.

The vast central portion of the Eastern Division is still to some extent unexplored, though the Yilgarn goldfield is causing settlement to extend in that direction. On the western side of this division is situated what is called the Salt Marsh District. It consists of an undulating surface, marked by granite rocks, interspersed with salt marshes. A considerable portion of this district is, after rains, richly grassed, and has been utilised for grazing sheep and cattle. It is believed that it will be found to be rich in minerals, especially gold. The extreme western border of the Eastern Division is separated from

the South-west Division by the elevated watershed of the rivers, the valleys of which open to the coast. Here again there are some considerable stretches of land which afford good pasturage for sheep, cattle, and horses. The Eastern Division, like the Eucla Division, suffers from the absence of permanent water and a regular rainfall, and, in consequence, is not occupied or developed to any large extent.

The Gascoyne Division is watered by several rivers, viz., the Gascoyne, Minilya, Murchison, Greenough, and Lyons Rivers. The Murchison is a large one, though it does not run all the year round. In its lower and middle courses it winds through an irregular valley, believed to be rich in minerals, for more than 100 miles in a direct line, without an affluent. In the upper valleys it has three affluents, the Sanford, Impey, and Roderick, the valleys of which extend from 100 to 200 miles. In ordinary seasons the course of the Murchison is marked by deep pools, but in heavy rainy seasons it flows rapidly, and discharges a great volume of water into the sea. The plains about the head waters of the Murchison are being rapidly settled by sheep farmers, who are greatly improving their stations, and are amongst the most thriving settlers in the colony. In addition to grass, the plains are covered with salt-bush and other herbs, on which the sheep thrive remarkably well. There are also a large number of horses and horned cattle in this district. Large quantities of alluvial gold have recently been found on the Upper Murchison, and a rush has set in there. The basin of the Upper Gascoyne is marked by high and rocky hills; it is believed to be rich in minerals, and has many thriving sheep stations, as well as available pastoral locations. The Lyons joins the Gascoyne about 100 miles from the sea, and they flow on together into Shark Bay. There is much good pastoral land upon the Gascoyne, which has been mostly taken up. Vessels drawing 14 feet of water can enter the harbour at the mouth of the river. Carnarvon, the town site, at the mouth of the Gascoyne, is the principal port, and coasting steamers call there regularly. There is also an important pearl-fishing settlement at Shark Bay.

With the valley of the Ashburton, the pastoral district of the North-west Division commences, and extends for 300 miles to the De Grey. The principal rivers, the Ashburton, Fortescue, Sherlock, and the De Grey, have their sources among the granite ranges of the interior. There is ample water for stock, and permanent natural grasses, besides

salt-bush, and it is, indeed, one of the most important grazing districts in the colony. In addition to this, large quantities of alluvial gold have been found in the Ashburton district, and there is a declared goldfield there.

The Ashburton, Fortescue, and De Grey are important rivers, running far back into the interior, have many tributaries, and have good alluvial land and well-grassed plains through their courses. Large quantities of alluvial gold have been found in these regions, where there is another declared goldfield. There is plenty of excellent pastoral land on the De Grey and its tributary, the Oakover River, and there are large numbers of sheep in these districts, besides horned cattle and horses.

Cossack is the principal port of the North-west Division, and there is regular communication by steamer between this port and Fremantle. Cossack is also the lying up and repairing depôt for the pearling fleet, which has its chief rendezvous between Exmouth Gulf and King Sound.

The Kimberley Division covers an area of about 134,000 square miles, of which some 35,000 are leased from the Crown, and the remainder is open for selection on pastoral lease. Those who settle here must be prepared for a hot (not to say tropical) climate; but it is a fine district for sheep and cattle, whilst the richness of its gold resources is undoubted, though distance and difficulty of access have militated against their due development. Good pastoral land can be easily obtained in this division from the Government.

A town site—Derby—has been surveyed on the eastern shore of King Sound, near the mouth of the Fitzroy, and a Government Resident for West Kimberley is stationed there. It is becoming gradually built upon, and the population of the district was 1,042 at the last census.

At the head of Cambridge Gulf, the natural outlet of East Kimberley, there is a fine harbour; near it a town site—Wyndham—is laid out, and the Government Resident for East Kimberley is stationed there. Derby, the centre of the gold district called Hall's Creek, and Wyndham, are all connected with the telegraphic system of the colony.

The country on the Fitzroy and Ord Rivers is excellent for pastoral purposes, and a considerable number of cattle, sheep, and horses have

been sent to this part of the district. The banks of the streams are splendidly grassed, and are generally thickly clothed with vegetation, mainly acacias, palms, small bamboos, etc., and, even in the driest season, very welcome supplies of water can be obtained from rock holes and small pools. In spite of the exceptionally dry weather in 1890, stock show a substantial increase.

Good alluvial plains exist in the valleys of the rivers, which, it is hoped, may be suitable for tropical agriculture. The Government give, under certain conditions, a bonus of 500 acres to anyone who produces, in the Kimberley district, a certain amount of tea, sugar, cotton, tobacco, etc. (Crown Lands Regulations, 1877, section 112).

Gold has been discovered in this division, as already stated. The nearest ports to the goldfields are Derby (304 miles), and Wyndham (212 miles). The road from Derby is the better, but that from Wyndham is the shorter. The route lies through rough country, which will not in itself supply much food, except in the dry season, when game might be obtained. The journey, which is generally made on horseback, is arduous. The natives are numerous, and, on occasions, have shown themselves hostile. According to the last reports some rich gold was being obtained from some mines. There is but little machinery in use at present, but the Government Geologist has unhesitatingly expressed the opinion that the Kimberley goldfields are among the most promising in Australia.

The South-western Division covers the best part of the colony, and it is here that the greater part of the population is settled. It has three natural divisions. Firstly, we have on the east the line of elevated watershed of the rivers of the west and south coasts, dividing the more settled parts of the colony from the unoccupied regions in the interior; secondly, the great forest lands, extending to within from 10 to 15 miles from the sea; and lastly, the coast districts of south and west. The first is the course taken by the Great Southern Railway, extending from Albany to Beverley; the second contains not only a vast expanse of the finest timber, as well as land rich in stream tin, and believed to be rich in coal, besides the mineral wealth of the hills, which awaits development; the third is probably the best suited of all the lands in Western Australia for agricultural settlement, and is the outlet for the export of the staple products of the whole district. Indeed, the land is well suited for both agriculture and pasture.

The whole of this district, nearly the size of France, is mainly level, but often undulating. The Darling Range runs parallel to the west coast at a distance of 10 to 25 miles, and rises to a height of between 1,000 and 2000 feet. The western coast is generally rather flat country of a sandy character, but this sand is singularly fertile, with irrigation. The whole country from north to south, except where it has been cleared for agriculture, is heavily timbered with trees and bushes. There are occasional open sandy plains covered with shrubs and flowering plants of infinite variety and beauty, in fact in springtime Western Australia is a garden of glowing flowers. In the north and east low scrubby trees and bushes often take the place of timber. There are good roads and bridges in most parts, and railway construction is being rapidly pushed ahead in these settled portions of the colony. There is plenty of agricultural land available for settlement, the system of survey before selection being carried out in the Meckering, Jandakot, Katanning, and other agricultural areas.

In the northern part of the South-western Division, between the Murchison and the Irwin Rivers, is situated the Victoria district. This district contains some of the richest pastoral, agricultural, and mineral lands in the colony, and there is generally a very fair supply of water. Wheat also grows well, and from Geraldton to Dongara, at the mouth of the Irwin, and for some distance beyond, is a succession of good farms. The chief towns in the Victoria District are Geraldton, Northampton, and Dongara.

Geraldton, population 1,200, is the chief town of the Victoria district, and is about 290 miles from Perth. It is also the chief port of the district, and the principal export is wool, whilst other leading exports are sandalwood, and lead and copper ore. There is a good harbour here, which is about to be considerably improved according to the plans of the eminent marine engineer, Sir John Coode. A railway, 34 miles in length, extends from Geraldton to Northampton; and another line, about 20 miles in length, to the agricultural district of Greenough, which consists of rich alluvial flats. From Greenough the Midland Railway Company are rapidly constructing a line which will connect Champion Bay with the capital, Perth, in fact with the railway system of the colony, and this should be completed about the end of 1892. Another railway line to be constructed is that extending from Geraldton to Mullewa, in a north-easterly direction, and about 60 miles in length.

This will bridge the Mullewa Sand Plain, and greatly convenience the settlers in the Murchison district, besides which it is on the way to the newly-discovered Murchison goldfield.

Northampton is the mining centre of the Victoria district. Lead is the chief mineral that is worked, and the galena, in which form it is chiefly found, is as rich as it is abundant, and easily obtainable. Mining is at present almost at a standstill here on account of the low price of lead, but a probable important outlet for the ore is to be found in South Australia, where galena is required in large quantities to assist in the smelting of the Broken Hill ores. There are also several copper mines in the Northampton district, which should yet be one of the richest mining centres in Australia. The Narra Tarra lead mines are 20 miles east of Northampton.

Greenough and district has a population of over 2,000, and is the centre of rich agricultural and pastoral country. Dongara is the centre of the Irwin, a fine agricultural and pastoral district, tapped by the Midland Railway. Other towns and districts along the route of this line are fully described in a special chapter devoted to the Midland Railway Company and its operations. Descriptions of the towns and districts along the route of the Great Southern Railway from Beverley to Albany will also be found in another place in this volume.

Guildford, the chief town in the Swan district, with a total population of 726, is a remarkably pretty town at the confluence of the Swan and Helena Rivers, and is surrounded by fertile fields, flourishing farms, and extensive vineyards. It is nine miles from Perth, and forms the junction of the Eastern and Midland Railways. The Swan district is without exception the most fertile in the colony, and is specially adapted for dairy-farming, and growing cereals and other products.

The Eastern Districts are large, extensive and fertile, and are well served by the Eastern Railway and its branches, extending to Northam and Newcastle. Their chief town is York, containing 1,199 inhabitants, which is picturesquely and pleasantly situated. Here there is a wide extent of land under cultivation; and there are large roller flour-mills in both York and Northam. They are also well adapted for the growth of the vine and fruit culture generally; and there are many thriving agriculturists in various parts of the Eastern Districts,

especially along the valley of the Avon. Bacon-curing is extensively carried on in York and Northam, also sandalwood cutting in the outlying country.

To the east of these districts, and 230 miles from Perth, is situated the Yilgarn goldfield. The most northerly portion of the goldfield that is being worked is called Golden Valley, and to the south of this is Southern Cross and Parker's Range, both rich gold-bearing areas, now sending into Perth large and regular returns of gold. This has, so far, proved the richest "reefing" field in the colony, and a line of railway is being constructed to it with as little delay as possible. At the time of writing, there are about 400 persons on the field, which is in charge of a warden, and has several stores, hotels, and other buildings at the Southern Cross township. There is regular communication by coach from York and Northam, and it takes about four days to reach it by this means. A telegraph line to Southern Cross was completed in January, 1892.

Bunbury, with a population of 572, is the principal port of the Southern Districts. It is about 112 miles south of Perth by road, and is at present reached by mail coach or by coastal steamer. It will, however, soon be connected with the capital by a railway, which will pass through one of the most fertile and best watered areas in the colony. The country in the neighbourhood of Bunbury is good for both cereals and stock, and it is one of the best dairying districts, chiefly owing to its mild and equable temperature and good rainfall. Fruit and vegetables, especially potatoes, also grow well in this locality, the rainfall of which is about 33 inches, and the mean temperature 63 degrees. Alluvial or stream tin has been found in large quantities in the district near Bridgetown, and a number of tin claims are being worked with remarkable success. Coal in large quantities, and which has been favourably reported on by the Government Geologist and Dr. Robertson, a coal expert of New South Wales, has been found on the Collie River. This has been prospected by a few individuals, and the Government are taking steps to thoroughly test it.

Busselton, on the Vasse, 30 miles from Bunbury, is the chief town of the small but rich agricultural and pastoral district of the Vasse. Extensive forests of that valuable timber karri, as well as jarrah, cover

this district, which is the seat of several thriving timber mills. Coal has also been found at Donnelly River, in this district. A railway is about to be constructed from Bunbury to Busselton.

Albany, population 2,700, is prettily situated on King George's Sound, a magnificent harbour, 261 miles south of Perth, with which it is connected by means of the Great Southern and Eastern Railways. The P. & O. and Orient steamers call here. The Torbay Timber Mills are situated about nine miles from Albany, being connected with it by means of a private line of railway belonging to Messrs. Millar Bros. The Eastwood Estate, a large experimental farm, belonging to Mr. T. W. Powell, is about seven miles from Albany, a fuller description of which appears elsewhere.

Throughout the South-western Division of the colony, there is an abundant growth of grapes, peaches, melons, figs, oranges, and other fruits too numerous to be particularised in this portion of our work. There are also extensive forests of jarrah, beginning within a few miles of Perth; Fremantle, Canning, Rockingham, Bunbury, Busselton, and Albany being the chief centres of the timber trade. There are also considerable sawmills at Jarrahdale, the Canning Hills, and along the route of the Eastern Railway, between Perth and York.

We have aimed at a general, rather than a strictly geographical, description of the colony in this chapter; but a few more words as to its geographical configuration appear to be desirable. The coast line, which is about 3,500 miles in length, has long stretches of sandy beach, little broken by bays, gulfs, or creeks, and has but a few islands; in fact, there is a very short coast line for the area of the country. The coast rises rapidly, which accounts for the low alluvial sandy plains occurring between the sea and the ranges. These plains vary from a few hundred yards to twenty miles in width, and are interspersed with numerous salt inlets, lakes, and swamps. The country has only been settled for about 250 miles inland, as far as the Yilgarn goldfield, but from the information gained by explorers, the interior seems to be a vast sandy tableland, from 1,000 to 2,000 feet above the level of the sea, with here and there large areas of depression, in which are situated immense salt clay-pans, surrounded by low broken ranges of granitic and other crystalline rocks.

The mountains are not remarkable for their height, though many of them, rising abruptly from plains little above sea level, present a rather

striking appearance. The Darling Range is the most important in the South-west, extending almost due north and south for about 300 miles at a distance of 18 to 20 miles from the sea, towards which it presents a steep face, although it has no peaks over 1,500 feet in height. The Leopold Range, in the Kimberley district, is a very rough and rugged range. To the north-east of Albany, on the south coast, is the Stirling Range, the loftiest in the settled districts, and, being perfectly isolated, and rising from a level plain, it is visible for an immense distance. Its chief peaks are Mount Kyenerup, 3,500; Tolbrumup, 3,341; Ellen's Peak, 3,420; and Mount Willie, 3,000 feet. Some of the highest hills and ranges in the colony are said to exist in the northern portions of the interior, at the sources and upper part of the basins of the large rivers. They have not yet been accurately measured, but are estimated to reach the height of 6,000 feet above the sea level. No volcanoes exist in the colony, and the general appearance of the country throughout indicates a condition of remarkable quiescence.

The principal rivers are the Fitzroy, De Grey, Harding, Fortescue, Ashburton, Gascoyne, Murchison, Greenough, Swan, Murray, Collie, Preston, Blackwood, and Gordon. For the most part, they are simply immense storm-water channels, which carry off the floods after the rainy season, and those that are navigable are only so in the estuarine portion, which is salt, except during the time of the floods.

The maps show a great number of lakes in the interior, which tend to give an incorrect idea of the country, as, except after heavy rains, when they may be covered with a foot or so of water, they are perfectly dry. They are, in reality, immense clay-pans or marshes, and are invariably salt.

Although in places the coast line is a good deal indented, the country is somewhat deficient in really well-protected harbours. Those especially deserving of mention are King George's Sound, Shark Bay, King Sound, and Cambridge Gulf. Fremantle's harbour, Gage Road, is exposed, but there is good protection for shipping in Cockburn Sound, whilst Champion Bay is much exposed to the north.

The capes are Londonderry, the most northerly point of the colony; L'évêque, at the entrance to King Sound; North-west Cape, by

Exmouth Gulf; Steep Point, by Shark Bay; Naturaliste, by Geographe Bay; Leeuwin, the south-west point of the colony; Howe, to the west of Torbay; and Cape Arid, at the west of the Great Australian Bight.

There are a great many islands round the coast, the most important of which are Rottneest and Garden Islands, off Fremantle; the Abrolhos, off Geraldton; Dirk Hartog Island, off Shark Bay; and the Lacepede Islands, off the north-west coast. Some of these are covered with guano.

During the summer months, the north-west coast, between Ashburton and Roebuck Bay is visited by cyclonic storms, locally called willy-willies, which sometimes do a great deal of damage. On the south and south-west coasts there is scarcely any tide, while on the north-west and north its rise and fall exceed in some cases 30 feet.

CHAPTER IV.

PASTORAL, AGRICULTURAL, AND MINERAL LANDS, AND THEIR REGULATIONS.

A LARGE proportion of English people are still in almost entire ignorance, not only of the history, condition, general pursuits, and mode of life of the present inhabitants of Western Australia, but in a still greater degree of the vast and diversified capabilities which it possesses for the advantageous employment of British labour, British enterprise, and British capital. Now that the public mind of England

is occupied with great immigration schemes, the occasion is most opportune for referring to these advantages. It is pointed out in other chapters that the colony possesses vast areas of unoccupied lands, many of them adjacent to the settled districts, and traversed by railways, suitable for a variety of agricultural, horticultural, and pastoral purposes, whilst it is rich in a vast variety of minerals. In this chapter will be found a concise sketch of the land divisions and their regulations, and the accompanying Map is the most recent procurable, and alone supplies much useful information.

Crown lands are managed by the Commissioner of Crown Lands. The total area alienated up to the end of 1890 was 5,154,673 acres, out of 678,400,000, thus leaving 673,245,327 acres available for occupation.

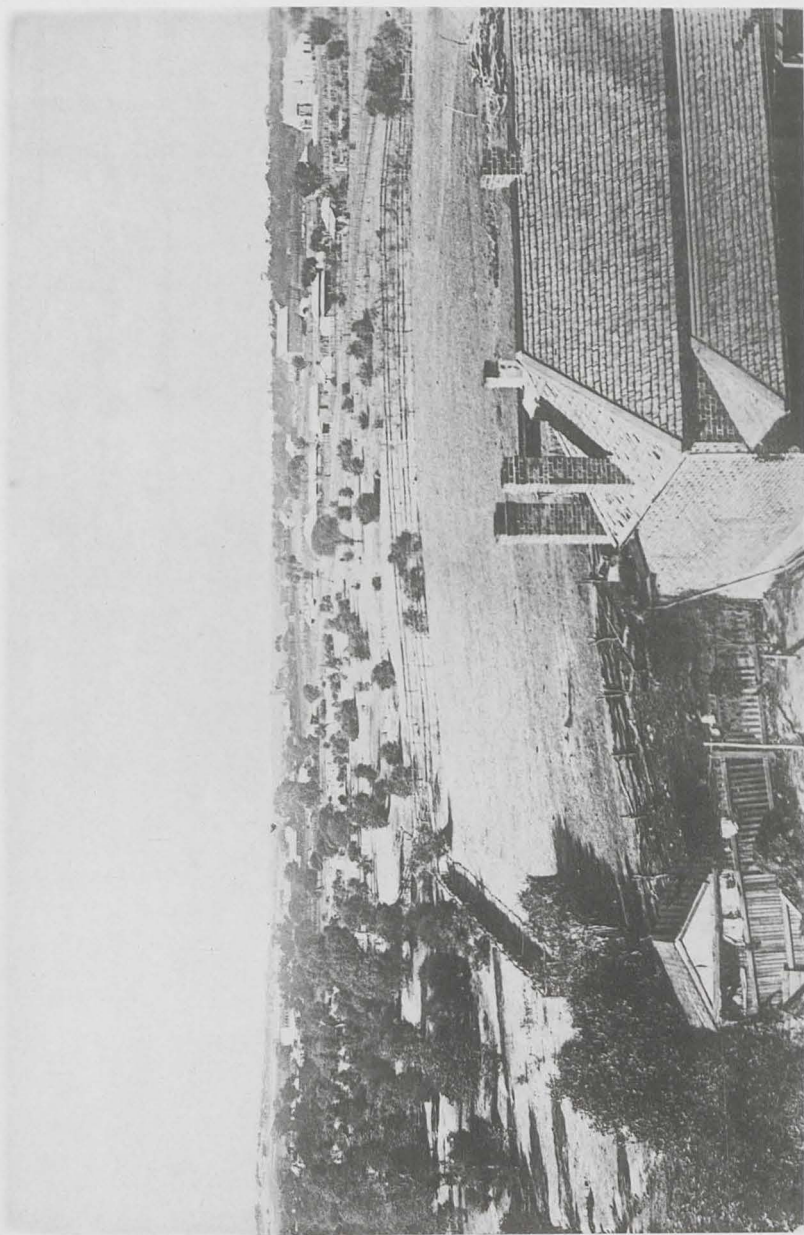
Western Australia is divided into the South-west, Gascoyne, North-west, Kimberley, Eucla, and Eastern Divisions. For the positions of these divisions, *see* the Map.

For preparing every Crown grant there is charged one uniform fee of 20s., and 10s. for recording; both fees to be paid with the purchase money or the last payment of rent.

Town and suburban lands are sold by public auction at an upset price fixed by the Governor-in-Council. Any person may apply to the Commissioner to put up for sale by auction any town or suburban lands already surveyed, depositing 10 per cent. of the upset price, which is returned if he is not the purchaser. Should the purchaser not be the applicant, he must pay 10 per cent. on the fall of the hammer, and the balance within thirty days.

Other lands may be obtained (1) by purchase with deferred or immediate payment; (2) by lease.

Land from 100 to 1,000 acres in the South-west Division may be obtained by anyone over eighteen years, inside or outside specially proclaimed agricultural areas, at not less than 10s. an acre, payable at 6d. per acre per annum, within twenty years. The purchaser must (1) fence the whole of the land within five years, and one-tenth of it within two years; (2) spend an amount on improvements, in addition to the fencing, equal to 10s. per acre; (3) reside on the land, or, if not, must pay double instalments of purchase money, but not any further



NORTHAM, AN AGRICULTURAL CENTRE IN THE EASTERN DISTRICTS.

sum on improvements by reason of such condition of double purchase money. If at any time after five years these conditions are fulfilled, and the full twenty years' rent paid, the land becomes his own ; if not, it is forfeited.

Land from 100 to 1,000 acres within, and from 100 to 5,000 acres without, specially proclaimed agricultural areas may be applied for by anyone over eighteen to be sold at not less than 10s. an acre ; 10 per cent. payable on application, and the balance within one month of the application being approved of. The purchaser must fence the land within three years from date of survey, and within seven years from that date spend 5s. an acre in improvements, but he need not reside on the land. If these conditions are fulfilled the land becomes his own ; if not, it is forfeited.

In the Kimberley, North-west, Gascoyne, East, and Eucla Divisions, Crown land, from 100 to 5,000 acres, in certain specially declared areas, may be conditionally sold to anyone over eighteen years, at not less than 10s. an acre, payable at 1s. per acre per annum, within ten years. The purchaser need not reside on the land, but he must fence it within two years, and within the ten years also spend on it in improvements an amount equal to 10s. per acre.

For the encouragement of planting vineyards, orchards, and gardens, Crown lands in all divisions may be sold in blocks of 5 to 20 acres, at not less than 20s. an acre, on conditions of fencing and cultivation.

Pastoral leases are granted as follows :—

Division.	Size of smallest Block leased.	Yearly Rent per 1,000 or part of 1,000 Acres.
South-west ...	3,000 acres ...	20s.
Gascoyne Eucla ...	20,000 acres ...	10s. for each of the first seven years. 12s. 6d. for each of the second seven years. 15s. for each of the third seven years.
North-west Kimberley	50,000 acres, if on a water frontage, otherwise 20,000 acres.	10s. for each of the first seven years. 15s. for each of the second seven years. 20s. for each of the third seven years.
Eastern ...	20,000 acres ...	2s. 6d. for each of the first seven years. 5s. for each of the second seven years. 7s. 6d. for each of the third seven years.

All leases end in 1907. All lessees, except those in the South-west Division, must, within seven years, under penalty of payment of double

rent, stock their land at the rate of ten head of sheep, or one of large stock per 1,000 acres, or spend in improving the land £5 per 1,000 acres. Lessees in the Kimberley and Eucla Divisions have their rent reduced one half for the next nine years if their land is within five years from 2nd March, 1887, stocked with ten head of sheep or one of large stock per 1,000 acres; or, if in the Eucla Division, £8 per 1,000 acres have been spent in wells, tanks, etc.

In some portions of the South-west Division a poisonous plant exists, and special regulations apply to the land where it is found. A lease for twenty-one years of not less than 300 acres of poisoned land may be obtained at a yearly rent of 20s. per 1,000, on condition of (1) paying expenses of survey; (2) fencing; (3) eradicating poisonous plants. On fulfilling these conditions the land becomes the property of the lessee.*

Improvements are to consist of wells of fresh water, reservoirs, tanks or dams of permanent character, fences, sheds, buildings erected for farm, shearing, or station purposes, not being dwelling-houses (except where such dwelling-houses exist upon a pastoral lease), cultivation, subdivision fences, clearing, grubbing, draining, ring-barking, etc.

When a pastoral lessee is deprived of his land by effluxion of time or otherwise, he receives from the Government, under ordinary circumstances, the fair value of his improvements.

Purchasers of land as above must, in addition to the price of the land, pay (within five years) for any improvements existing on it at the time of purchase.

[For Mining Regulations under the Act passed in January, 1892, see Appendix B.]

A license to quarry rock, soil, etc., on Crown lands costs not less than 5s. per month.

Any person may cut and remove timber, sandal, and other wood on Crown lands on payment of the following fees per month, viz. :—Timber

* No reference has hitherto been made in these pages to this pest, but, as the extent of the evil is frequently so magnified as to lead the inquirer to believe that the whole country is overgrown with poisonous plants, it may help to remove any apprehensions that may arise in the minds of those who contemplate the choice of this colony as a field of operations in sheep farming, if some information on the subject is here given. As a rule "poison" is confined to somewhat inferior land. On land of medium quality it grows in small quantities, and on the best land small patches are only occasionally met with. The plant or shrub is easily detected by the practised eye. It is only dangerous at certain seasons of the year. With care and attention it is easily eradicated, and companies and individuals have in recent times taken up these lands, which they are clearing of poison and working with great profit to themselves and benefit to the country.

for piles or baulks, £3 a man ; other timber, firewood, fencing, or shingles, 5s. a man ; sandalwood, outside proclaimed areas, and wattle or other bark, 2s. 6d. a man. Such licenses are not issued for a period less than one or more than twelve months, and are not transferable.

Special licenses may be granted for one year to fell, remove, and sell the timber growing or being on any particular Crown lands, other than logs and piles, at a rent of £20 per annum for any quantity not exceeding 640 acres, and £40 per annum for any quantity exceeding 640 but not exceeding 1,280 acres.

Holders of 200 acres or less in fee simple may obtain leave to cut down timber on unimproved Crown lands for domestic uses only, for buildings, fences, etc.

A miner's right, entitling him to mine for gold, costs 20s. a year ; leases up to 25 acres may be had for 21 years at 20s. an acre. (For auriferous lands not proclaimed, *see* Regulations in Appendix.)

The *Land Titles Act*, which is generally known throughout Australia as the *Torrens Act*, has been in force several years, and is of great importance as affording an easy and cheap means of dealing with land. All Crown grants are issued under its provisions.

CHAPTER V.

AGRICULTURE.

ON this most important subject it is impossible to do better than draw largely upon the admirable report of the Commission on Agriculture, prepared by the Hon. H. W. Venn, Commissioner of Railways. This report has been collected from every centre of agricultural settlement in the colony, as follows:—Beverley, York, Northam, Newcastle, New Norcia, Guildford, Swan, Williams, Murradong, Wandering, Upper Blackwood, Bridgetown, Preston, Dardanup, Bunbury, Vasse, Brunswick, Harvey, Pinjarrah, Champion Bay, Greenough, Dongara, and the Irwin.

There are large tracts of country in Western Australia not only suitable for agriculture in all its branches, but agricultural depression, in the proper sense of that word, is unknown in the colony. Nevertheless, until recent years, agriculture has been hindered by the lack of means of quick transit to market. Railway development is, however, rapidly removing this drawback, and the Great Southern and Eastern Railways have brought large areas of agricultural land within cheap and easy range of a market; and fresh land of an excellent description will be served by the Midland and South-western Railways now in rapid course of construction. Along the routes of the railways, the Government has surveyed and laid out extensive agricultural areas, and land in these is being rapidly applied for.

Wheat can be grown at a fair profit, and in competition with the outside market (which, until the establishment of roller flour mills, was a severe competitor), in the districts of Greenough, Dongara, and the Upper Irwin in the north, tapped by the Midland Railway; the Victoria Plains, Newcastle, Northam, York, and Beverley, tapped by the Midland or Eastern Railways, and south along the Great Southern Railway; also in the whole of the south-western portion of the colony, which has Pinjarrah, Bunbury, Bridgetown, and Busselton as the central townships. It may justly be said that this part of Western Australia is especially suited for agricultural development, and must have a great future before it. To use the words of the report, "its large extent of level country, the comparatively low cost of clearing, its general climatic conditions, combined with a quick transit to either the port of Fremantle or Albany, point conclusively to a very rapid and extensive settlement, and when this is an accomplished fact, commanding, as it does, so many natural advantages, it will become a most important factor in the wheat supply of the colony, both for home consumption and export."

The average cost of production in these areas is now about 2s. per bushel, but, with improved machinery, this could be reduced by 6d. to 10d. per bushel, when Western Australia could produce wheat in competition with any of the sister colonies. The average yield of wheat per acre over these areas exceeds that of South Australia by six bushels. The present Customs tariff of the colony is a fostering element in wheat-producing.

The Commission strongly recommend a system of "mixed farming" in preference to relying solely on wheat growing, as the safest, most

legitimate, and prosperous occupation for the agriculturist. Wheat should be a primary factor in their business, but the production of oats, barley, and hay, should always form a large portion of it. In the Central or Midland areas dairying can be profitably carried on for at least three or four months in the year, yielding in this period a return far in excess of the general yield of the colony. These remarks do not apply to the south, where, in a colder climate, dairying can be profitably carried on throughout the whole year, with due care and a small observance of the seasons. During the winter months a large and profitable addition to the income should be made by curing bacon and hams. No farm should be without a few sheep, which not only supply the family with a cheap food supply, but manure the soil and help to clear the land of weeds. Attention to garden produce also should not be lost sight of, as, throughout these areas, this can be raised in large quantities, and it cheapens the food supply of farms, and is valuable as pig fodder. Fruit growing will form a separate subject for consideration, owing to its very great importance.

The area over which dairying, as an industry, can be carried on with profit is all the coast-line from the Moore River south as far as Cape Leeuwin, and about 100 miles beyond it to the eastward, extending as far back as the Darling Range. Taking this belt of land, the profitable production of butter is simply a matter of attention and intelligence. The area is eminently adapted for it all the year round, combined with the production, in addition to wheat, barley, and oats, of such commodities as bacon, ham, eggs, poultry, potatoes, onions, etc. The potato crop should at all times be able to compete with importations. There is a very extensive area in every way adapted for this produce, and the growing population is rapidly increasing the demand for it. The Agricultural Commission strongly recommend this branch of farming, together with the production of vegetables and dairy produce for the Perth and Fremantle markets, to the attention of intending settlers, who will be especially facilitated by the railway from Perth to Bunbury now under construction.

The leading dairy-farming districts are the Murray, Williams, and Sussex districts, and their surroundings, but excellent country for the purpose is to be found in the districts of Perth, Wanneroo, Guildford, the Canning, and, indeed, all along the route of the South-western Railway connecting Perth with Bunbury and the Vasse. The mean temperature of the whole area is about 62 degrees, and the rainfall

ranges from 28 to 40 inches, increasing in quantity towards the south. It is recommended that the system of dairying be combined with the production of ham, bacon, and eggs; and root crops, such as mangel-wurzel, pig-melon, maize, and "farmer's friend" must also be grown on a dairy farm. Cheese has been very successfully made in the southern districts of the colony.

It is proposed by the Government to encourage the establishment of irrigation settlements or farms along the Upper Swan and the route of the South-western Railway, where much of the country is excellently watered by brooks rising in the Darling Range. With a view of obtaining information on the subject of irrigation, two practical and experienced agriculturists were despatched by the Government in the month of May, 1891, to the Renmark and Mildura settlements, in South Australia and Victoria respectively, and valuable information will be found in their report to the Government, an extract from which will be found in the succeeding chapter.

A description of the ways in which land can be taken up for agricultural settlement, together with some account of the agricultural areas laid out by the Government in various parts of the colony, will be found in the chapter devoted to the Land Laws of the colony. It may, however, be here stated that these laws are exceedingly liberal, and calculated to encourage settlement, including any large scheme of colonisation. The system of survey before selection was established by Sir John Forrest, when he was Commissioner of Crown Lands under the old Constitution, and the system is working admirably, and with much advantage to the intending settler. In regard to the quantity of land that should be sufficient for an ordinary farmer to live upon, *i.e.*, a good, all-round, industrious man, the Agricultural Commission state their opinion that he should surely do well on blocks ranging from 500 to 700 acres, and in many places a man could make a good living out of a very small area, in fact the best living is made out of a small holding in a high state of cultivation.

The estimated acreage of the colony is 678,400,222 acres, and the estimated acreage of land under cultivation in 1890 was 122,032 acres, the average acres under cultivation per head of population being 2.63. The average produce per acre of wheat, oats, barley (in bushels), and potatoes and hay crops (in tons), from 1881 to 1890 inclusive, was wheat, 12; oats, 16; barley, 15; potatoes, 3; and hay, 1.

The following return, prepared by the Registrar-General, shows the production of various kinds of crops in the different districts of the colony during 1890, and the average yield per acre :—

District.	CROP IN ACRES.										AVERAGE PRODUCE PER ACRE.									
	Wheat.	Barley.	Oats.	Maize.	Other Cereals.	Potatoes.	Hay of all kinds.	Vines.	Green Forage.	Other produce including Orchards and Gardens.	Total of preceding columns.	Cleared or fallowed land.	Wheat, Bushel.	Barley, do.	Oats, do.	Maize, do.	Potatoes, tons.	Hay, do.	Wine, gallons.	
Blackwood ...	252½	18	50½	...	20½	20	447½	17½	7½	69½	902½	1,251	15	12½	25	...	5½	1½	36	...
Champion Bay ...	803	222	33½	...	1½	2½	1,499	9½	...	70	2,641½	...	13	11	19	10	2½	1½	...	...
Fremantle ...	19	17	10½	9½	...	32½	354½	49½	7½	94½	592½	633½	14	11	27½	13	4½	1½	250	...
Gascoyne ...	4,905	1,954	120	33	6½	9	1,867	7½	...	37½	8,940	489	12	14	16½	...	1½	1	...	...
Irwin ...	3,171	704½	93	...	22½	2	1,377	3½	...	9	5,383	1,400	13	13	15	...	2	...	...	...
Kimberley, E. ...	...	...	...	...	...	...	...	...	...	10½	...	...	...	...	...	...	...	...	...	...
Do. West ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Goldfields ...	331	51½	162	...	23	16½	902½	101½	14	100½	1,702½	1,683	14	20	20	20	4	1	150	...
Murray ...	...	...	...	...	...	...	...	...	...	19½	...	...	...	...	...	...	...	...	...	...
North ...	36	2	17	1½	...	35	454	42	5½	277½	872½	89	12	...	...	...	4	...	...	...
Perth ...	53	25	11	...	8	31½	772	5½	2	30½	938½	1,113	18	19	17	...	2	2	...	...
Plantagenet ...	...	14	...	...	56	...	8	...	...	...	79	...	...	20	...	...	1	1½	...	...
Rottneet ...	103½	...	31½	9½	209	101½	679½	10	41½	1,680	2,866½	4,803	15	...	15	40	4½	...	300	...
Sussex ...	1,802	74	219	32½	43	...	2,188½	339	20½	189½	4,908½	757	9½	134	15½	...	3½	...	195	...
Swan ...	10,096	1,023½	544½	5½	19½	12	4,725½	256½	35½	182½	16,901	18,911	13	18½	23	50	3½	1	172	...
Toodyay ...	1,432	145	332	17	89	181	935	60	25	33	3,249	8,328	13	19	20	40	3½	1½	233	...
Wellington ...	2,809½	416	80½	5½	...	...	2,192	9½	2	132	5,647½	6,380½	15	17½	17	...	4½	1	54	...
Williams ...	8,007	655	229	4½	11	18	4,781	110½	...	107½	14,013	6,518	17	22	23½	12	1½	1½	1,320	...
York ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	33,820½	5,322	1,933½	81	500½	510½	23,133	1,023½	161	3,140½	69,676½	52,356½	13½	16½	19½	26½	3½	1½	190	...

To the important subject of viticulture and fruit growing a separate chapter is devoted.

CHAPTER VI.

VITICULTURE AND FRUIT-GROWING.

THE Report of the Commission on Agriculture states that all the belt of country known as the Darling Range, from Bindoon and Chittering, down past Narrogin and Pinjarrah, as far as Bunbury, and from thence to the Blackwood, may be described as one huge area for fruit growing. The slopes of the Darling Range, facing the Indian Ocean, have been often likened to the Pacific slope in respect to their extreme suitability for vine and fruit culture, especially including the orange. Speaking more particularly of the Darling Range, and without coming into the lower levels between the range and the sea, it is found that almost every description of fruit will grow in luxurious abundance; its hills, slopes, and valleys, its alternations of soil, its diverse aspects, singling out the area as especially suited for wine-making, fruit-growing, fruit-preserving, and fruit-drying.

Mr. Thomas Hardy, the leading viticulturist of South Australia, and an authority and expert in vine-growing and wine-making of the highest standing, has recently visited Western Australia, and has given his views as to the capabilities of the colony in the respect referred to. He says, in a letter addressed to the *West Australian*:—"During a short visit to this colony I have had the opportunity of seeing a good many vineyards, and vines of all ages up to sixty years, and planted in a great variety of soils and situations. I have also seen and tasted wines made in various localities, and have come to the conclusion that, with the fine climate and rainfall that you have here, and the great variety of soils and situations available for the vine, there is no reason why West Australia should not become a worthy rival to South Australia, Victoria, and New South Wales in the production of wine for both home consumption and export to England and elsewhere. To bring this about it will require several things to be done. It will require that not every grapegrower should be a wine-maker, but that a few persons in suitable places should purchase the grapes grown by the farmers and make them into wine. These men in their own interest would be able to give every information

to growers as to the best land to plant and the kinds best to grow on it." Mr. Hardy also gives other very valuable advice and information on the same subject, and, on his return to South Australia, publicly referred to the capabilities of Western Australia as a wine-producing country in the highest terms. It may, with safety, be said that there is no industry in the colony which offers so many openings for a man of small capital and some experience as vine culture.

The following may be taken as a rough estimate of preparing and planting 10 acres; the cost of the land and clearing (if any) must be added. *First year*—ploughing, £15; raising cuttings, £7 10s.; planting, £10; cultivating and training, £10; total, £42. *Second year*—cultivating and training, £15; filling up misses and pruning, £3; total, £18. *Third year*—£20; total expenses for three years, £80. *Fourth year*—a yield of 1,000 lbs. of grapes per acre at 1½d. per lb. gives £62 10s., less expenses, £40, leaving a balance of £22 10s. *Fifth year*—a yield of 2,500 lbs. per acre at 1½d. a lb., less £50 expenses, gives £106 5s. *Sixth year*—a yield of 4,500 lbs. per acre at 1½d. per lb., less £65 expenses, gives £216 5s. *Seventh and subsequent years*—the vines should now be in full bearing and should yield 6,000 lbs. per acre, which, at 1½d. a lb., less £75 expenses, gives £300.

The variety of fruits grown in the colony, including those grown in the Blackwood district, includes oranges of all descriptions, lemons, peaches, plums of all kinds, apricots, pears, quinces, figs, apples, medlars, cherries, English and Cape gooseberries, melons, citrons, currants, guavas, mulberries, nectarines, loquats, limes, filberts, walnuts, chesnuts, almonds, raspberries, shaddocks, bananas, passion fruit. With such a range and variety of fruit, and with so many localities especially suitable for certain kinds, the Commission on Agriculture point hopefully to the time when Western Australia will compete against the world in these productions. Comparatively little fruit is grown at present as a marketable article, but its production is easy, and will probably largely increase in time. It requires a little capital, as the land costs something to clear, and the grower has to wait three or four years until he gets a return from his outlay. It may be mentioned in connection with this subject that early in the present year (1891), Mr. Herbert W. Bond, managing director of the Midland Railway Company, forwarded to London, per mail steamer, a quantity of fruit packed in cases, including apples, pears, pomegranates, and

grapes, besides vegetables, including potatoes and onions. These were publicly displayed in the city and elicited great admiration, especially the apples, pears, and vegetables, the grapes being somewhat ill-preserved through faulty packing. The leading gardening journals referred to the collection as a remarkably fine one, and expressed a hope that ere long this colony would open up a large export fruit trade with England.

Speaking generally on the subject of vine-growing and fruit culture, the Agricultural Commission say that they should largely occupy the attention of those settling on the soil. The methods of cultivation can best be laid down on knowing the nature of the soil and the locality, but, as a general rule, it is wise to have plenty of room for all plant and tree life. In the case of vines, from eight to nine feet should be given under the bush system of planting; the trellis system for large vineyards is not recommended, while fruit trees should never be planted less than from 20 to 30 feet apart. Strict attention to manuring, mulching, digging, and weeding is imperative to success.

It remains to be added that the olive grows luxuriantly in the south-west portion of the colony, but is not cultivated to any large extent. Samples of olive oil manufactured at the Roman Catholic Orphanage, Subiaco, were exhibited at the Indian and Colonial Exhibition, and received very favourable notice.

In view of its practicability and importance, we cannot do better before leaving this important branch of our subject than quote from the report of Messrs. Richardson and Paterson, M's.L.A., two practical settlers of Western Australia, commissioned by the Government in May, 1891, to visit and report on the agricultural and irrigation settlements at Mildura and Renmark, in Victoria and South Australia respectively.

These gentlemen write:—"We would next view the subject of fruit-growing generally, with or without irrigation; and, as we have before remarked, we venture the assertion that in very many parts of the colony, not only in our Southern Districts, but also in our Eastern Districts, where the land is often of an exceptionally fertile character, results not very far short of even the phenomenal returns at Mildura and Renmark could be shown, and without recourse to artificial irrigation, for over a great part of our colony we have a bountiful rainfall. Especially with reference to apple-growing, which at present stands a

long way at the head of the list as a fruit capable of profitable export, we desire to make pointed allusion, for, from what we could observe, we do not think that the irrigation colonies of the Murray, with their warm climate and moist lands, expect to take any prominence as successful growers of apples for export, and we feel convinced that our Blackwood district, with its cool climate and clayey loam soils, will far surpass those irrigation colonies in the successful growth and export of apples and late varieties of pears and other fruits belonging to the temperate zone. We have observed nothing to surpass, and in few instances to equal, what we have ourselves seen in the garden of Mr. Allnutt, of the Grange, near Bridgetown. Another valuable product for export, which should be a success in the Blackwood, is the French prune plum."

Again, they write:—"With further reference to the question of export, we should not overlook our peculiar geographical advantage. When the day comes—which, we believe is now not far distant—when the large ocean steamers of the Orient and other lines will be induced to call at Fremantle, it will place our fruit-growers at a clear advantage of four to five days' steam to England compared to the eastern colonies. This some day, now near at hand, will mean a great deal. But one great and prominent consideration in this question of the growth of fruit and the production of wine, and the preserving and canning of fruits, must not be lost sight of—and our Government must direct special attention to it, and offer very special, and even liberal, inducements to bring it about—and that is, that there must be congregated in one locality little communities of fruit-growers and horticulturists, which can then offer some inducement to factories and purchasers of fruits on a large scale to settle and operate amongst them."

CHAPTER VII.

FOREST RESOURCES.

FOREMOST among the natural productions of Western Australia is timber, which is fast becoming a source of great wealth to the colony. The most valuable timbers are the Jarrah (*eucalyptus marginata*), the Karri (*eucalyptus diversicolor*), the Tuart (*eucalyptus gomphocephala*), and the sandalwood (*santalum cygnorum*); but there are, in addition to these, numerous other descriptions of useful and ornamental woods. The timber for which Western Australia is particularly famous is the Jarrah (often erroneously called mahogany), which is celebrated, and justly so, for the unique property that it possesses of resisting the ravages of the white ant and sea worm (*teredo navalis*). It may indeed be said that jarrah is one of the few timbers in the world which is not subject to the ravages of the land and sea. Its value is, therefore, immediately apparent, and it is fast coming into use in many parts of the world for railways, harbours, and in London for paving streets, for which purpose, in consequence of its exceptional durability, it is found to be most excellently suited. Amongst the places to which it was exported during 1890 were Port Adelaide, where it was used for building, scantling, and bridge and wharf construction; to Melbourne for Harbour Trust works; to Natal for harbour works; and to London for paving streets, bridges and harbour works. Each year that elapses adds to its fame in those places where it has been tried, and its worth is now thoroughly established. Jarrah timber is obtainable through rather more than five degrees of geographic latitude, and within a very moderate distance of shipping ports, and before long every important timber station will be directly connected with one or other of the harbours by railway. The leading jarrah timber stations of the colony are those situated at Jarrahdale, which are very extensive and picturesque, and are united with the port of Rockingham near Fremantle by a railway; and the Canning Jarrah Sawmills in the Darling Range, to which a line of railway runs from near Guildford, connecting these fine mills with the port of Fremantle. Karri timber is supplied on an extensive scale from the Karridale Timber Mills, near Cape Leeuwin; the Torbay Mills, near Albany; and



PORTION OF A JARRAH FOREST.



JARRAH LOGS.—A VIEW AT THE JARRAHDALÉ TIMBER STATION.

the Quindalup Sawmills, near Geographe Bay; and these all have their lines of railway or tramway. It is almost unnecessary to add to the many testimonies as to the durability and imperviousness of jarrah, but so long as rival interests are opposed to its use it may be expected that attempts will be made to disparage its worth. It is therefore well, perhaps, to supply a few salient and irrefutable facts as to its character. In Western Australia piles that have been driven into the bed of the River Swan, and others that have been driven into the sea bottom at Fremantle, have been taken up after exposure to the action of water and weather for thirty or forty years, and found to be perfectly uninjured, and capable of being french-polished. These piles, it is important to note, were, when cut, young wood containing much sap, and, therefore, were not favourable specimens for testing the durability of the timber. Indeed it is at present impossible to state what length of time good samples of jarrah would last, as the sixty years during which it has been known and used have been insufficient to prove this, even where it has been exposed under the most trying circumstances. It has been used in South Australia in preference to iron and screw piles for jetty and bridge building, and a committee of the Legislative Assembly of that colony bore testimony to the excellent condition in which they found the piles of the Port Bridge, alleged to have been damaged by the salt water and *teredo navalis*. They discovered no instance in which the marine insects had bored into the timber, and the piles were, generally speaking, found to be as sound as the day on which they were driven, while the exposed portion of the iron which had been used in the structure was destroyed.

As a wood for architectural purposes and for the manufacture of furniture, it is very useful, and scarcely inferior in beauty of grain to the Honduras mahogany, which it resembles. It is a very heavy as well as strong wood, and is capable of being split into great lengths, and excellent trenails are made with it. It is also extensively used for fencing, not being liable to destruction by the white ant, and, together with karri, it is fast coming into use for ship-building, neither timber being subject to the ordinary dry rot and decay.

Baron Sir Ferd. von Mueller, K.C.M.G. in the introduction to his "Report on the Forest Resources of Western Australia," writes :—

"The forest regions of extra-tropic West Australia occupy an area equal to the whole territory of Great Britain; and it is singularly fortunate for the colony that over this vast extent of wooded country a

species of eucalyptus (the jarrah) prevails, which for the durability of its timber is unsurpassed by any kind of tree in any portion of the globe. Under such circumstances the timber resources must be regarded as among the foremost in importance throughout the wide tracts of West Australia, even if the many other kinds of utilitarian trees, occurring in the more southern portion of that colonial territory, and the still more varied sorts of timber trees, to be found within the intra-tropic regions of West Australia, were left out of consideration.

“It is furthermore of particular advantage to the colony that its highly valuable jarrah timber is obtainable through at least five degrees of geographic latitude, and this within so short or moderate a distance of shipping places as to render it easily accessible to foreign traffic.

“The wood has attained a world-wide celebrity; when especially selected from hilly localities, cut while the sap is least active, and subsequently carefully dried, it proves impervious to the borings of the *chelura*, *teredo*, and *termites*; it is, therefore, in extensive demand for jetties, piles, railway sleepers, fence posts, and all kinds of underground structures, and it is equally important as one of the most durable for the planking and frames of ships. It is also much used locally for flooring, rafters, spars, and furniture; though hard (particularly that of the ironstone ranges) it is easier worked than wood of *eucalyptus loxophleba* and *eucalyptus redunca*. The timber from hills is darker, tougher, and heavier than that from plains. The weight of well-seasoned wood is, at an average, about sixty-four pounds for the cubic foot. It is one of the least inflammable for building structures, and one of the very best in West Australia for charcoal, not burning so readily into ashes, as most kinds of eucalyptus wood. Stems have been measured eighty feet to the first branch, with a circumference of thirty-two feet at five feet from the ground. For shingles the wood is doubly as durable as even that of *Casuarina Fraseriana*, though it is more apt somewhat to warp, if not well selected.”

Also concerning another variety of timber mentioned, karri (*eucalyptus diversicolor*), Sir F. von Mueller writes:—

“In the humid country at and near the Warren, Shannon, Donnelly, Walpole, and Gardner Rivers, towards the coast, constituting forests, occurring also as far east as Mount Manypeak, and the Porongerup, and westward fully to Cape Leeuwin. This gigantic tree has only one single

rival on our island continent, the *eucalyptus amygdalina* (*var. regnans*) of South-east Australia, the grand features of which it completely repeats. Startling accounts of monster specimen trees are on record, and its maximum height is certainly not over-estimated at 400 feet. Messrs. Muir measured stems 300 feet long up to the first limb. When closely growing the young trees have a very slender stem, so much so, that a tree 180 feet high, and with comparatively but little foliage, may have a stem not over one foot in diameter. Captain Pemberton Walcott found the circumference of one particularly gigantic tree to be 60 feet around the base.

“Widths of timber of as much as twelve feet can be obtained. The whitish smooth bark of the huge stems of mastlike straightness impresses a peculiar feature on the karri forests, and places this species into the *leiophloia* of the cortical system. These particular woodlands not being very accessible, our experience of the value of the timber is still imperfect, but the karri timber will doubtless become important for the lumber trade, whenever the harbours between King George’s Sound and Cape Leeuwin shall have been fully opened up for commerce and settlement. The wood is regarded as elastic and durable, but it is not so easily wrought as that of *eucalyptus marginata*; it has proved valuable for shafts, spokes, felloes, and rails, and is particularly sought for large planks. The writer has introduced the tree into Victoria, also into South Europe and North Africa, and to some extent elsewhere, it being easily manageable in culture and of comparatively quick growth. Abroad, this species, on account of its huge dimensions, passes very often as *eucalyptus colossea*; but the name here adopted according to the laws of priority cannot be changed now; it arose at a time when the colossal height of *eucalyptus diversicolor* was quite unknown. The specific name was derived from the paleness of the leaves on the lower side, unusual among allied species.”

The forests from which timber is now exported from Western Australia are altogether at its south-west extremity, and this is doubtless occasioned by reason of the fact that the climate of that part being subject to the influences of the moist currents of air from both south and north, and being more or less hilly, is more humid and temperate than other parts, as shown by the rainfall of the meteorological stations now established.

The forest area is included within the parallels of south latitude 31 degrees to 35 degrees. It may be stated that a belt of forest land exists

between the latitudes above-mentioned, in some places extending inland for 100 miles, but the best jarrah wood is found in the hill ranges, and not nearer than 15 or 20 miles from the coast, and of this the areas occupied by the principal *eucalypti* are:—

	Square Miles.
White gum (<i>eucalyptus redunca</i>)	10,000
Jarrah (<i>eucalyptus marginata</i>)	14,000
Karri (<i>eucalyptus diversicolor</i>)	2,300
Tuart (<i>eucalyptus gomphocephala</i>)	500
Red gum (<i>eucalyptus calophylla</i>)	800
York gum (<i>eucalyptus loxophleba</i>)	2,400

The white gum grows generally in all forests, excepting in that part of the colony where karri abounds. It is, however, found in the greatest profusion eastward of the Darling Range. The wood is used for many purposes in the colony, but it does not appear as an article of export.

Tuart timber is extremely hard, twisted and curled in the grain. It is very valuable where great strength is required, for shipbuilding, combing of hatches, engine-bearers, framing for railway carriages, carriage wheels, wooden tramways, etc. It shrinks very little in seasoning, and will not split during the process. It has been known to be exposed over thirty years without being affected, and it is the strongest timber known. Large size planks and scantlings, from 20 to 40 feet long, and 2 feet wide can be cut from the timber.

The tuart is only found growing on the limestone lands near the coast, one or two miles from the sea. Its limit is between 31 and 34 south latitude.

There are other timbers growing in various parts of the colony, and some of them are highly ornamental, hard, and capable of being worked up for cabinet-making purposes. Besides these, there is the wattle, the bark of which is suitable for tanning. But the *acacia decurrens*, or feather-leaved wattle, which is most suitable for the tanner's purpose, is not indigenous, and is not as yet cultivated in Western Australia. Sir F. von Mueller is, however, of opinion that it could be cultivated with ease on the most sterile land. There are many other trees the cultivation of which is recommended by the same high authority in his valuable work on the West Australian forests. At present there are no local forest



A TYPICAL BUSH SCENE—WHITE GUMS AND "BLACKBOY."

boards, no central bureau for the importation and distribution of seeds and plants, nor local nurseries, test plantations, or museums for vegetable products. These, however, will, no doubt, come in due time.

In connection with the subject of this chapter, it must be mentioned that the gums which exude from many of the forest trees in the colony have considerable commercial value. Manna gum is found on portions of the coast near Bunbury, and is little, if any, inferior to the manna of commerce. The *acacia microbotrya*, or manna gum tree, yields an enormous quantity of superior gum, sometimes as much as 50 lbs. weight being obtained from a single tree. What is known as the blackboy or grass tree, a very widely dispersed bush shrub, exudes a dark resinous gum from all parts of the stem in considerable quantities. This should possess a not inconsiderable commercial value. The gum from the red gum (*eucalyptus calophylla*) is useful for its medicinal properties. The trunks of these grass trees burn brilliantly, owing to the vast amount of resin contained in them, and are valuable for fuel and for making gas of a highly illuminating quality. It may be safely said that there are countless millions of tons of this product, which should yet be highly valuable. Charcoal may be found ready for use almost everywhere in the bush. Jarrah charcoal is the best, throwing out an immense heat, and it is generally utilised. Men employed in burning charcoal make an excellent living.

CHAPTER VIII.

FISHERIES.

ENORMOUS quantities of excellent fish abound all along the coast, and there is a large opening for trade in salted and preserved fish. The schnapper is highly esteemed, and when salted and dried commands a ready local sale, especially on the north-west coast, among the Chinese and Malays, and there is a large demand for it in the Straits Settlements and at Mauritius, but there is little or no export trade at present. The sea mullet (*mugil grandis*) is found in vast quantities, chiefly in the estuaries, and preserved in tins is a great delicacy, more than holding its own with tinned salmon. There is a fish-canning factory at Mandurah, at the mouth of the Murray River, but its operations are somewhat limited, and there is a considerable opening in this direction. Oysters are obtained at various points along the northern coast, chiefly the rock variety, and limited, but not very practical, attempts have been made to cultivate this mollusc at Rottneet Island, near Fremantle.

Whales at times frequent portions of the coast in considerable numbers, and at one time Bunbury, Vasse, and Albany were important whaling stations. Of late years, however, whales have not been so numerous on the southern portion of the coast, but they are reported to be still fairly plentiful in the north, in the vicinity of Port Walcott, about the Rosemary and other islands.

Vast numbers of turtles are also found on the north-west coast, and the shell obtained from the variety called the hawkbill is what is known in the English market as tortoise-shell, an article of much value, and still in considerable demand, despite clever imitations.

Bêche-de-mer, or the sea slug, and also the dugong, abound in the waters along the north-west coast, the former being an edible luxury

much prized by Chinese and Malays, and the latter being valued both for its flesh and oil, the latter being equal in medicinal virtue to that obtained from the liver of the cod.

The following may be regarded as a fairly complete list of fish found in West Australian waters :—Chief among the edible varieties are the schnapper, kingfish, jewfish, bream, taylor, whiting, garfish, mullet, herring, and skipjack. All these are very plentiful. Turtle and dugong are common on the north-west coast, also the *bêche-de-mer* or trepang. Sharks, principally the ground shark and the tiger shark, are common all along the coast, also whales and seals (both hair and fur seals), but the two last are not plentiful except in a few localities. Of crustaceans there are the cray-fish, crab, and prawn, all of which are to be obtained in large quantities. Crabs and prawns are principally found in the rivers and estuaries, whilst the cray-fish abound near the reefs which fringe the islands along the coast. Rock oysters are in great quantity all along the northern coast of the colony, whilst the mud oyster is found at King George's Sound.

There is one very valuable and important industry in the colony connected with its fisheries, and that is pearl-diving. Its importance may be estimated from the fact that the export value of pearls and mother-of-pearl shells in 1890 was £126,292. There are two main districts over which pearl-shelling extends. One is confined to Shark Bay and the adjacent coast. Here the shell, which is of a small variety, is obtained almost altogether by dredging. The other extends from the North-west Cape, northward, and over this area the shell is procured either by beach-combing or, and more especially, by diving. Until within recent years the shells were principally collected by aboriginal divers, who are extensively employed in various other capacities by the settlers in the northern districts, and are well cared for by them, and protected by the authorities. "Naked diving" has, however, been almost entirely replaced by apparatus diving, inasmuch as the former can only be carried on about the time of the spring tides, or about six or eight days during the summer months, besides which the shell lying close inshore is all but gone, and the depth at which it is now found almost precludes naked diving. Pearl shell is found on the whole of the north-west coast, from the North-west Cape to Cambridge Gulf.

Pearling is, indeed, a somewhat perilous pursuit, but it has many attractions for the venturesome, and those engaged in it seem to keenly

enjoy it. All sorts and conditions of men are engaged in it, and Mr. Streeter, the well-known London jeweller, has several boats engaged in the trade, and several Queensland and New South Wales boats carry on pearling operations. There are two great attractions in pearling—adventure, and the desire for gain—for now and then fabulously costly gems are released from their pearly prison. Three kinds of boats are engaged in the business—schooners, luggers, and dingheys. The local boats chiefly employ natives, who dive without the dress. The natives are only allowed to dive for about 150 days in the year, during the warm weather, and in order to prevent any abuses, are engaged by their employers in the presence of a magistrate, and enter into the contract of their own free will and accord. There are also other necessary restrictions as to hours of diving, and depth of water. The interests of these natives are the peculiar care of the Inspector of Pearl Fisheries, who resides amongst the fleet on board his own schooner, which is also a revenue vessel. The natives employed in diving spend the portion of the year not devoted to this pursuit in working on the sheep stations some distance inland, or in taking a holiday in the bush.

A description of the way in which what is called “naked diving” is carried on will be interesting. Each schooner has, in addition to the master, as many whites as the vessel carries boats. These men are employed for sculling the boats. The manner in which the shell is obtained is as follows :—Shortly after daybreak the boats put off from the schooner, each boat containing from eight to ten natives, and having a white man in charge. On arriving at a likely spot the divers jump over the side and go down. Sometimes they light upon shell directly, but hours often elapse before a single one is obtained. When the diver finds shells he brings them up in his hand and throws them into the boat. The time which some of these natives are able to remain under water, would appear almost incredible to any person who had not seen them. When a certain amount of shell has been found, or when it approaches a meal hour, the boats are taken back to the schooners.

A native pearling schooner is not a pleasant craft to visit, as it is generally permeated by a most objectionable combination of odours, prominent among which being a smell that is ancient and fish-like. The men (as they never wash themselves in fresh water) are the primary cause ; the want of ventilation and the shell-fish on board do the rest. On these vessels the natives all sleep in the holds, into which the shell

is also cast, to there remain until packed for shipment by the steamers—generally in hogsheads. As regards the white men employed on pearling vessels, they receive certain stipulated wages, and also a “lay,” or commission, on the shell procured. It is, of course, needless to observe that these men are not obtained from the higher ranks of society; therefore, it is gratifying to learn that acts of dishonesty by them are very rare.

Aboriginal diving is rapidly becoming a thing of the past, as the natives are not allowed to go down except in shallow water, and it is almost needless to observe that the shell cannot last for ever in the shoals close to the land.

We have described how the “naked diving,” as it is called, is carried on. We now come to a description of the “apparatus diving.” It is scarcely necessary to describe the apparatus itself, as most people have seen it, and know how it is used. But we will leave the diver for a moment, and proceed to describe the lugger from which he is about to dive. The boats employed vary from seven to eighteen tons register. Both owners and divers prefer boats of about ten tons, experience having taught them that craft of this size are more easily handled, and are far more convenient, than either smaller or larger ones. The boats are all provided with a small cabin, aft, fitted with two bunks, which are used as the sleeping place of the diver and his tender (the man who attends to the diver when he is on the bottom). The luggers have a large hatchway in the centre of each, in which is placed the pump for supplying the compressed air to the diver. In addition to the diver and tender, each boat carries four men, who sleep in the hold, an extra man being sometimes allowed on a large lugger.

We will now return to our friend the diver, who has all this time been patiently sitting smoking upon the scuttle of the cabin. In addition to his diver’s dress, he wears a pair of long boots, weighing about 28 lbs. each. The tender goes to him and fastens a coil of rope round his waist. This rope is the “life line,” and is used for the purposes of signalling, and for hauling the diver up. The tender holds this line from the time the diver goes under water until he is again on board the boat. After the life line has been fixed, the diver goes to the side of the boat, and then we notice that between the shrouds of the main rigging is hung a ladder, weighted at the bottom so that it may hang perpendicularly in the water. Our man gets over the side, and

stands upon one of the rungs of the ladder, holding on to the boat's rail. The weights are now put on, one in front on the breast, and one behind. These hang by lines over the shoulders, and are prevented from moving by means of other lines, which connect the back and front leads under the man's armpits. These weights are of about 28lbs. each. The helmet is then brought, with the air pipe attached, and is screwed on to the corselet. The man at the pump gives a few turns to ascertain that everything is in working order, and then the tender screws on the face glass of the helmet, taps it, and away goes the diver down a weighted rope, which has all this while been hanging over the boat's side, and the end of which reaches the bottom. The tender feels one pull at the life-line, "All right! haul up the plumb line, the diver has reached the bottom in safety!"

Those who have read Schiller's *Diver*, or Victor Hugo's *Toilers of the Sea*, have had fanciful and marvellous pictures presented to them of the beautiful sights and terrible dangers that beset those who brave the depths of the ocean, and explore its recesses in search of hidden treasures. Probably those pictures are not so beautiful or so terrible as the reality. A few of the European owners themselves dive, and one described his experiences below. He likened the sights that had often met his gaze to the transformation scene of a pantomime, only they were more wonderful and vivid in their colouring. The uneven bottom is covered with huge and fantastic masses of coral and sponge, some shaped like mammoth goblets and vases, fit vessels for old Father Neptune himself; others fan-shaped, and worthy to be carried by the fairest sea-nymph, and the floor dotted with shells gleaming and glittering like precious gems. The fish, too, are of the most beautiful colours and strangest shapes imaginable, and so far from being frightened by the grotesque figure of the diver, are, if he remains quiet, usually very curious. They will glide up to him, sniff at him, and peer into his great goggle eyes. Some of the fish are very large and unknown to naturalists, and a diver has related that nothing is stranger than when one of them would swim towards him and gaze into the glasses in his helmet with great lambent eyes, utterly devoid of expression. No fish is more timid, and more easily frightened away than the much-feared shark. They hardly ever attack a diver in the dress at the bottom, and as he always carries a knife, and the shark has to turn on its back before it can attack, it is easily overcome and dispatched. Sometimes a native diver, without a dress, goes down and never comes up again; but it is conjectured that such disappearances are, more

frequently than not, due to the diver's hand being caught by a huge bivalve lying concealed in the sand. The diver, groping in the sand, gets his hand between the lips of the shells, which close with a snap, rendering it impossible for the unfortunate man to release himself. The conjecture certainly seems reasonable enough, and would have recommended itself to the author of *The Toilers of the Sea* as a striking episode. Speaking of which book is a reminder that the much-to-be-feared octopus, squid, or devil fish, is found in these waters; but he does not run to such an enormous size as Victor Hugo's monster, three feet being the maximum length attained by one of his arms.

In order to more effectually conserve and protect this very interesting and important industry, the Government have commissioned Mr. Saville Kent, the well-known authority on such matters, to inspect and report on the pearl-shell fisheries of Western Australia, both along the North-west coast and at Shark Bay.

CHAPTER IX.

NATIVE ANIMALS, BIRDS, ETC.

THE following particulars are taken from the *Year-Book*, by Mr. M. A. C. Fraser, Registrar-General:—

“The principal native animals are of the kangaroo species, of which, in addition to the ordinary kangaroo of the plains, several varieties are common—the brush, rock, and red kangaroo, the wallaby, the tammar, and the kangaroo rat; whilst a small marsupial, which is only the size of a mouse, is found in the Gascoyne district. Kangaroo skins have been very largely exported of late years; consequently kangaroos are getting very scarce in the southern districts.

“Opossums are very numerous, and their skins make exceedingly handsome and durable rugs.

“The native dog, or ‘dingo,’ is still common; though on account of its sheep-stealing proclivities, every effort is being made to exterminate it, a reward of 10s. being paid by the Government for every dingo’s tail, under certain conditions. A small species of porcupine, and the flying fox, are found in the northern districts.

“The principal birds of the colony are: the emu, the wild turkey (a species of bustard), the gnou or leipoa (a species of pheasant), which has a peculiar method of nesting—a number of females using one common nest, which consists of a hole scooped out of the ground to a depth of several feet and filled with dead leaves, etc.; then, as the eggs are laid, they are piled up in a conical heap, covered with leaves and rubbish, and left to be hatched by the heat of the sun; cockatoos (black with white tail, and black with red tail, and two kinds of white), Leadbeater’s cockatoo, cockateels or cockatoo paroquets, roseate cockatoos, parrots, and paroquets of various kinds, bronze-wing pigeons of several varieties, different kinds of doves, quail, magpies, squeakers, wattle birds, laughing jackasses, crows, eagles, ospreys, and various hawks, shrikes, owls, etc.; also numerous small species of birds of the finch family, those in the East Kimberley district being especially distinguished by the brilliancy of their plumage.

“There are no native song-birds, although in some varieties—such as the wattle bird, the wagtail, and the magpie—the note is very sweet and melodious.

“The chief water-birds are black swans, from which the colony took its original name of ‘Swan River Settlement,’ and which are still to be found in large numbers on the numerous estuaries in the south-west; ducks of several kinds, such as grey, white-wing, black, wood, mountain, whistling, spoonbill, and the musk duck or ‘steamer,’ also teal and grebe. Wild geese are found on the islands along the south coast east of Albany. Pelicans, cormorants or shags, and numerous varieties of cranes, gallinules, coots, and waders are common on all the rivers. Sea birds of various kinds are very numerous along the coast, especially on the islands to the northward, where large deposits of guano have been discovered.

“Amongst the representatives of the reptile world are found turtle on the islands off the north-west coast; alligators in the rivers in the Kimberley District; snakes, both land and water (poisonous and constrictors); iguanas and lizards, and frogs of all kinds.

“As regards insects—flies, ants, mosquitoes, and ‘silver fish’ are the principal pests at certain seasons.”

CHAPTER X.

GEOLOGY, MINES, AND MINERALS.

MR. H. P. WOODWARD, the Government Geologist, in his first Annual Report for 1888-9, tells us that very little had been done in the way of a systematic geological survey of the colony up to the end of 1887. The first geologist employed was Dr. F. von Sommer, who, during the period from 1847 to 1851, examined the Victoria, Toodyay and York Districts, and the country between the latter and Mount Barren, and made geological maps and reports of these districts which were unfortunately not published at the time; also two amateur geologists—Mr. A. C. Gregory, C.M.G., late Surveyor-General of Queensland, and the late Mr. F. T. Gregory—assisted in the exploration of the colony, and published a geological map in London in 1860, of the accuracy of which Mr. Woodward speaks in the highest terms. The Surveyor-General at that time, Captain Roe, also made many good and useful geological notes on his travels. Mr. H. Y. L. Brown, F.G.S., late Government Geologist of South Australia, and now employed by the New South Wales Government, made a geological examination of Western Australia in 1870-71, examining and mapping in detail and reporting on a strip of country about 50 miles wide, from the Murchison River to the south coast. He also issued a special

report and map on the lead and copper lodes of the Champion Bay and Northampton districts. In 1882 the late Mr. E. T. Hardman, F.R.G.S.I., was appointed Government Geologist, and examined and reported on the Kimberley district, doing very valuable work in the face of no inconsiderable difficulties. The Rev. C. G. Nicolay has also done very good and useful work, and established the nucleus of a geological museum, putting together and tabulating a very good typical collection of the rocks and minerals of the colony, and often journeying considerable distances to report on alleged mineral discoveries. Another enthusiastic worker was Mr. H. E. Victor, C.E., who collected specimens, prepared a collection, and wrote a geological sketch of the country for the Paris Exhibition of 1878. The Department of Lands has also done much to throw a light on the geological formation of the country. Captain Mitchell, of Northampton, has made collections of the minerals of his neighborhood, and written a useful pamphlet on the lead and copper mines, giving useful details and statistics of the ore raised in the Victoria district. Others to whom the colony is indebted in a similar way are the late Mr. W. Knight and Messrs. G. Shenton and Maitland Brown ; whilst Messrs. C. Moore, F.G.S., W. H. Huddleston, M.A., F.G.S., A. H. Foord, F.G.S., the Rev. W. B. Clarke, and Dr. Woodward, F.R.S., have written valuable papers on the fossils and geology of the colony. Lastly, in the reports of the Government Geologist, Mr. H. P. Woodward, 1888-90, from which much of the contents of this chapter is gained, will be obtained very valuable information on the geognosy and geology of the colony.

Until quite recently Western Australia was considered to be destitute of mineral deposits of any value, with the sole exception of the rich deposits of lead and copper in the Northampton district, that had been found and worked in comparatively early days. Now it is well known that this is a rich mineral-bearing country from north to south, and every day fresh discoveries of gold and other valuable metals are coming in. Scarcely a week passes but the Government is receiving information of the discovery of gold and other valuable minerals. From Kimberley downwards Western Australia is literally teeming in metals and minerals ; and, apparently, a "gold belt" extends nearly if not quite the whole length of the colony.

Gold is said to have been first found in the colony by the Dutch buccaneer, Dampier ; and on an old Dutch chart of the north-west issued by the Admiralty early in the century, and now in the Survey Office, the

locality is called "Provincia Aurifera"; and now in 1888, just 200 years later, rich alluvial goldfields have been found in the same locality with gold almost on the surface. In 1868 gold was discovered in small quantities at Peterwangy Hill, at the head of the Irwin River, but it was in too minute quantities to pay; and, besides, caused a mistaken rush from the Eastern colonies, which did the colony almost as much harm as the later episode of the Jackson reef in the Kimberley district. At about the same time gold was found by Mr. Hassell at Kendenup in a quartz reef containing much iron pyrites. The mine was floated into a company, but did not pay, and was abandoned; but there are still considerable hopes entertained with regard to this property. The next specimens of gold were found at Bindoon, in a quartz reef in a very promising locality. In 1885 Mr. Hardman published his report on the Kimberley district, together with a very valuable map. His prognostications proved correct, and rich patches of alluvial gold were found which caused a rush. But these were shallow and soon worked out; and what with this and the long journey to the field under a tropical sun, there was soon a bad state of things to tell; and considerable injury resulted to the colony from the sad stories related by diggers on their return to the Eastern colonies. Rich reefs were, however, discovered in the Kimberley district, and when capital and population are introduced these will be worked at a considerable profit. The great drawback to the Kimberley goldfield is its tropical climate and its great distance from a port, but it is now brought into communication with the rest of the colony by means of a telegraph line.

At the end of 1887 gold was found by Mr. H. E. Anstey on the Yilgarn Hills, about 200 miles east of Perth, and this led to the region being largely prospected, and to the discovery of a belt of country, extending for about 80 miles in a southerly direction, rich in gold-bearing quartz reefs. Several companies have been established, and are at work in the different divisions of the field, namely, Golden Valley in the north, Southern Cross next, and Parker's Find to the south. Two mines, the Central and Fraser's, have already paid dividends, and several other mines should ere long be in a similarly fortunate position. There are about 400 people on the field at the time of writing (September, 1891), and its affairs are administered by a warden and resident magistrate. A township has been laid out, and there are several stores, a couple of hotels, also a Church of England, and a miner's institute is being erected. A telegraph line has been opened to the field, and provision has been made out of loan for the construction of a

railway to it. The Government Geologist, and a large number of mining authorities who have visited Yilgarn, prophesy for it that it will become one of the richest fields in Australia, as the reefs extend in all directions, all are gold-bearing, and they improve with depth, whilst the water difficulty has been practically solved by conservation and condensation.

The Government Geologist, in his Annual Report, states the rocks on this line of country are more or less indurated slates and schists, with here and there dykes of granite and other intrusive rocks. The reefs are, as a rule, large, and extend to a great length on the surface, but they are not well defined, and seldom have walls on both sides, one side generally splitting up into a large number of leaders which are rich in gold. The stone itself is solid, and of a quartzite nature; it contains a little carbonate of iron, both iron and copper pyrites, manganese and chlorite, but not in sufficient quantities to interfere with the extraction of the gold. The stone, as a rule, is very rich, often containing as much as six ounces of gold to the ton, and workings so far prove that in many of the claims there is an apparently large body of stone, carrying from one to three ounces to the ton. Some deposits of alluvial gold have also been found, but owing to the scarcity of water little of the ground has as yet been tested. In his report on the Yilgarn goldfield last year, Mr. Woodward said:—"There cannot be the slightest doubt that this field presents one of the finest surface indications yet met with in Australia. Unfortunately at the present time it is deterred for want of capital to develop it, a difficulty that will be removed as soon as a railway is constructed to the field, for then many persons from the other colonies would visit it who are now deterred by the two hundreds of miles of bush travelling." Since this was written a telegraph has been erected and a railway line has been decided upon, as stated above, and meantime the Government have greatly improved the road to the field, and an excellent coach service thereto has been established from York.

In 1888 a large gold reef was found about 100 miles east of Roebourne, on the north-west coast, which led to the country around being prospected, and some very rich reefs were discovered, nearly all containing a large quantity of antimony. Since then rich alluvial gold has been found all over the district, at Pilbarra, 80 miles east of Roebourne; at Egina, 12 miles from Pilbarra; at Mallina, 70 miles east of Roebourne; at Nullagine, on the De Grey River, where 300 men were successfully working last year, and in the Ashburton district, which, like the North-west, is now a "declared" goldfield, in the charge of

a warden. In the month of July, 1891, gold was reported to have been discovered on the Murchison River, 300 miles to the east of Geraldton. 30 ounces of gold, and exceedingly rich quartz specimens were brought into town, with the result that a rush at once set in. An official was sent out who reported rich alluvial discoveries, and a remarkably rich line of reef called the Home Rule, about three miles in length. From this, at the time of writing (September 1891), many thousands of pounds worth of gold had been obtained by the primitive process of breaking out and dollying the stone. At that time there were over 400 men on this the latest discovered goldfield in the colony, which was duly proclaimed and placed under the charge of a warden on Thursday, 24th September, 1891.

Between January and September, 1891, some 15,000 ozs. had been raised, and there were about 600 men engaged in gold seeking in the North districts alone. The total export of gold from Western Australia increased from £13,000 in 1888, to nearly £60,000 in 1889, and £88,000 in 1890. It is estimated that this amount was greatly increased for 1891.

The following is a return of the gold obtained from Yilgarn, from the original discovery of the field to the end of July, 1891 :—

	Ore Crushed.	Gold Obtained.			Value per Oz. of Gold.		
	Tons.	Ozs.	dwt.	grs.	£	s.	d.
Fraser	3,121	3,579	4	0	3	16	5
Central	3,928	3,218	18	0	3	14	10
Fraser's South	625	1,009	11	12	3	13	6
McIntosh	399	878	3	0	3	12	6
Hope's Hill	779	755	12	0	4	2	3
Central Ext. No. 1	160	280	0	0	3	13	0
Alford, Thorn & King... ..	110	221	17	0	..	..	..
Exchange	208	217	10	0	3	16	5
Blackburn's	71	142	0	0	..	..	..
Toomey & Co.	41	84	0	0	..	..	..
Hampson's	5	7	0	0	..	..	..
Jacoletti... ..	1	4	10	0	..	..	..
TOTAL	9,448	10,401	5	12	..	..	..

According to a return received by the Colonial Secretary from the Government resident at Roebourne, the gold exported from the port of Cossack for the seven months ending 31st July, 1891, amounted to 5,381 ozs., and the export from the port of Onslow at the mouth of the Ashburton, was 840 ozs., making in all a total of 6,221 ozs. exported

from the Roebourne district for the first seven months of the present year. This, it may be mentioned, only refers to the gold declared for export, and it is the opinion of the Government Resident that a large quantity in addition, was carried away without any declaration being made at the Customs.

The history of mining in this colony starts with the discovery of lead and copper in the Champion Bay district in 1840, and several very rich lodes between Geraldton and the Murchison, and adjacent to the coast, were worked by English companies, in a raised belt of country extending from the Geraldine Mine on the Murchison River in the north almost to Geraldton in the south. The ores in these lodes usually consist of galena (sulphide of lead) and cerussite (carbonate of lead), associated with quartz, celate, barite, and blende (sulphide of zinc). These mines—both lead and copper—were, until twelve years ago, very extensively worked, and a line of railway, 34 miles in length, was constructed from Geraldton to Northampton, the centre of the mines, to assist in their development. Owing, however, to the great fall in the prices of lead and copper, and the small percentage of silver contained in the lead ore, work has been almost suspended, and at present only sufficient ore is raised to supply ballast to the wool ships calling at Geraldton. In consequence of the demand for pig lead in Australia and in China, where it is used for lining tea chests, it is believed that if smelting works were successfully established in the district the lead-mining industry might be revived. In order to revive it, the Government offer a premium of £10,000 for the first 10,000 tons of metallic lead produced. This, coupled with the fact that a direct line of steamers call at Geraldton on the way to Singapore, in which place a good market is found for this metal for China, tempted a small local company to put up a water-jacket furnace, but from want of sufficient capital the company had to make an attempt with imperfect furnaces and machinery and short-handed management, and this of course resulted in utter failure, though several tons of excellent pig lead showed the practicability of the attempt. Properly carried out, the Government Geologist declares it would have been a perfect success, for lead ore, dressed up to 83 or 84 per cent., can be obtained in this district, whilst the coal seams on the Irwin, about 60 miles distant, are, he says, quite suitable for smelting purposes, as there is an abundance of ironstone. Since 1845, when the first shipment of ore from this district was made, 7,917 tons of copper and 31,105 tons of lead ore have been exported from this part of the colony. A demand

for the latter is likely to spring up at any time, as it would appear that there is a great need for undressed lead ore at the Dry Creek Smelting Works, South Australia, to assist in the smelting of the Broken Hill ores. If the Northampton ore is suitable, and it can be landed in South Australia at from £3 to £3 10s., the fortunes of this once prosperous district will be restored, as the demand is at present practically unlimited, reaching as much as 150,000 tons annually at the present time.

In the latter part of 1888 Mr. Shenton found some stream tin near Bridgetown on the Blackwood River, which led to the discovery of very rich deposits extending over an area of about 200 square miles, but no lodes have been found up to the present time, although Mr. Woodward thinks they cannot be very far distant, as some of the samples are very little worn, and so cannot have travelled far. It was attempted to work the field through the means of companies, but the expenses of management proved too great. Individual owners of claims, and two or three men working in partnership are, however, doing exceedingly well, and, although it is a poor man's field, rich results are being obtained from it, and in 1890, when operations were in their infancy, tin to the value of £5,400 was exported from Bunbury. Stream tin has also been found on the goldfields of Roebourne, but has not, as yet, been worked.

This is essentially an iron country, for one cannot travel a mile in the parts where the older rocks appear at the surface without encountering a lode. It occurs in many forms, but the chief are magnetite and hematite (black and red oxides) which occur in immense lodes, and would be of great value if cheap labour were abundant. From the large quantity of iron in this colony, great care is necessary in using the magnetic compass.

Amongst other minerals found in the colony are antimony in the Roebourne district; zinc at Northampton and near Perth; manganese in many places in the colony; mica at Bindoon and on the Blackwood River, much fractured and iron-stained, but which might improve with depth; asbestos of a quality not marketable; and kaolin in very large and pure deposits.

In the year 1846, the Messrs. Gregory discovered some coal seams in the bed of the north branch of the Irwin River, which were shortly afterwards reported on by Dr. Von Sommer, who stated that there were two seams, 6 and 8 feet thick, respectively, and a reserve of 2,560 acres

was declared, but nothing further was done for many years, until at last the Government decided to send the Rev. C. G. Nicolay to report on the value of these seams, who found that there was so much water to contend with in sinking, and the coal raised was of such a poor quality, that the field was again abandoned till the year 1888, when Messrs. Bell and Elliott found in the bed of another branch some better specimens. These they traced up to their source, which they found to be a seam in the cliff four feet thick and dipping towards the north ; into this they drove a distance of 150 feet, but it did not prove of sufficiently good quality to induce further work. There are also six other seams of more or less shaley coal ; a portion of one of these proved to be of a better quality, and ten tons were raised, but, owing to a division in the company, nothing more was done. Several seams have also been opened up on Gregory's branch, but none have at present been shown to be of any commercial value. All the upper tributaries pass through carboniferous shales and limestones, containing true carboniferous fossils and poor coal seams near the surface. Nearly the whole of this coalfield has passed into the hands of the Midland Railway Company, as it comes within the land made over to them under the terms of their contract with the Government. This company is determined to prove its value, and have secured the services of a geologist to inspect the country, and superintend the operations of a diamond drill.

On the Collie River, near Bunbury, there are several large seams, which Dr. Robertson, a leading authority on coal in New South Wales, has unhesitatingly declared to be true coal of a high class, and the Government are taking steps to have the extent of this field—which is believed to be very large—and the quality of the coal at depth, thoroughly ascertained. The adjacency of this discovery to a railway and port renders it of vast importance.

There are several seams of lignite of a highly lustrous character on the Fly Brook, near Augusta, on the south-west corner of the colony. It contains much water, and is somewhat friable. There is another deposit of lignite near the Vasse, but of poor quality. Brown coals occur all along the south coast, and there are some large deposits near Albany and on the Fitzgerald River, which have been tested, but found to be of poor quality.

Sufficient evidence has now been adduced to show that Western Australia is decidedly a mineral country, and taking into account its

vast size and its small number of inhabitants, and, consequently, the small amount of prospecting that can possibly have been done up to the present, there cannot be any doubt that many more, and, perhaps, far richer deposits of valuable minerals may be found. In the words of the Government Geologist, "what is now needed is the incoming of enterprising people with money from other parts of the world to assist in developing this known mineral wealth." It is often asked by persons in other places, why, if we have such wonderfully rich deposits, we do not work them ourselves, instead of offering them to others. To this the answer is that there are not sufficient people here with money to work more than a few mines efficiently, while at the present time we are trying to develop a hundred. The natural consequence is local resources are soon strained to their limits. Nevertheless, Western Australia has already achieved a very great success, not only as a mineral but as a mining colony, and on the development of her mineral resources her future largely depends.

The Geological Museum contains the collections made by Dr. F. von Sommer, by Messrs. Gregory Bros., Captain Roe, by Mr. H. Y. L. Brown, F.G.S. (now Government Geologist of South Australia), by the late Mr. E. T. Hardman, F.R.G.S.I., who was Government Geologist in 1882 and 1883, by Mr. G. T. Simpson and Inspector Troy (these comprising very rich specimens from the Murchison goldfield), and by the present Geologist, Mr. Harry Page Woodward, F.G.S. The museum, the formation of which was entrusted to the Rev. C. G. Nicolay, was started originally at Fremantle, and a very good typical collection of the rocks and minerals of the colony has been got together. In 1890 this collection was removed to Perth, and is now under the care of Mr. Bernard H. Woodward, F.G.S., who was appointed curator in January, 1891. The collection includes most of the specimens that were sent to London for the Mining and Metallurgical Exhibition, held at the Crystal Palace, London, in the summer of 1890, where Western Australia took the third place amongst the British colonies for mineral exhibits.

The museum is open to the public on Wednesdays, from 10 a.m. to 1 p.m., and 2 p.m. to 5 p.m. The curator will name any specimens brought or posted to him, free of charge, when that can be done without assay or analysis.

In the basement of the same building are situated the metallurgical laboratories of the Geological Department, which contain six furnaces

and all the appliances needful for making assays, both by the dry and wet methods, as well as for gold-melting and refining. These are under the charge of the curator, who also fills the post of Government Analyst, as in addition to the above the Government have fitted up a chemical laboratory, with all the apparatus and reagents required for analytical work.

CHAPTER XI.

MANUFACTURING INDUSTRIES.

THE manufacturing industries of the colony are naturally in a somewhat rudimentary condition, but, thanks to the effect of the Chamber of Manufactures, whose first annual report is published below, they are acquiring importance and stability. They comprise aerated water manufactories, boot manufactories, breweries, coach factories, confectionery works, fish preserving works, roller flour mills, iron foundries, furniture factories, gas works, ice factory, salt factory, soap factories, sawmills, tanneries, stone quarries, printing offices, tobacco factory, tinware factories, fruit and fish preserving, saddlery factory, biscuit factories, sandalwood and eucalyptus oil factories, ship and boat building yards, bacon and pork curing factories.

There is ample scope in the colony for many industries, as the list of imports appended will show, and, as tending to show the general result of the present fiscal conditions, and the steps now being taken, or likely

to be, for the encouragement of manufacturing industries, the first annual report of the Chamber of Manufactures, which is doing most most useful and excellent work, is reproduced :—

“The Chamber of Manufactures having now entered upon the second year of its existence, the committee has pleasure in laying before its constituents the proceedings of the last year. The Chamber was established in September, 1890, for the furtherance of the interest of production by promoting the development of Western Australian manufactures and industries. At the first meeting held Mr. W. S. Pearse, M.L.A., was elected president, Mr. E. W. Mayhew, vice-president ; the other members of the committee consisting of Messrs. A. E. Brown, G. A. Davies, Jas. Pearse, F. W. Ross, A. Sandover, A. E. Simpson, and J. Turton, all of whom now retire but are eligible for re-election. The first work taken was the consideration of the tariff. The present tariff contains so many anomalies, and militates so greatly against manufactures in many ways, that it was deemed advisable to appoint sub-committees to examine different manufacturers, and thereby elicit from them what disabilities they laboured under, and to make recommendations accordingly to the Government. The reports of these sub-committees were sent to the Premier with a request that the Ministry should appoint a commission to inquire into the working of the present tariff, and your committee further waited on the Premier and personally placed their case before him, with the result that he promised that the matter would have the serious consideration of the Government, and we trust that our wishes in this respect will very shortly be carried out. Your committee next initiated an Industrial Exhibition scheme, but have had to postpone this for the present, though they think that such an exhibition would reveal how much manufactures have advanced during the last few years in this colony. In March, 1891, a Congress of representatives from all the Australian Colonies was held in Sydney to consider means for federating the various Australian Colonies, and amongst the principal subjects discussed was that of intercolonial free trade, which has for its object the removal of the the Customs barriers between the various colonies, and the unification of various manufacturing industries. While admitting the principles of intercolonial free trade, your committee cannot advocate that this colony should enter into federation on such lines at the present time, the manufactures of this colony being yet in their infancy and requiring the fostering care of a protective tariff until they are properly established. Since the establishment of this Chamber, amongst others the following important industries have been started :—

Roller flour milling, tobacco manufacturing, wire mattress making, hat and cap manufacturing. Foundries, engineering, and other workshops have also been very busy during the last twelve months, thus serving as an indication of the general advancement of the colony. It is to be regretted, however, that in the contract for the jetty at Fremantle the Government did not specify that all materials such as ironwork, bolts, etc., should be procured in the colony, provided prices were as low as the imported. During the past year Mr. Thomas Hardy (member of the South Australian Chamber of Manufactures), one of the largest wine-growers in Australia, visited this colony and spoke in glowing terms of Western Australia as a wine and fruit growing country. Referring to wine-making, he particularly eulogised the Newcastle district for its Burgundy, which he considered was quite equal to anything produced in South Australia. The preparation of dried fruits is also a matter deserving of much consideration, as from the Blue Book it will be seen that there is a large importation of raisins, currants, figs, etc. It is hoped that the cultivation of fruit will receive more attention next year; already jam and preserve manufactories have been mooted and will shortly be started, and, considering the quantity of jams and preserved fruits that are being imported, they promise to be very successful. With regard to the general cultivation of the soil, this is a subject deserving of discussion. At present the agriculturist in all the Australian colonies is too dependent on wheat growing, and your committee trust to get information, which will be duly circulated, upon the growth of such products as tobacco, flax, mustard, olives, chicory, linseed, sugar, arrowroot, etc., for all of which a market can readily be found in the colony. In connection with agriculture, it may be mentioned that strippers are being largely imported from Adelaide and elsewhere. This seems to be an article that might well be made here cheaper than it can be imported. It is with pleasure your committee notes the rapid development of the mines in various parts of the colony. With this development has arisen a large demand for quartz crushing and other machinery, and there seems to be no doubt that, if the mines continue successful, this machinery will ultimately be manufactured here. There is now every evidence that coal exists in various parts of the colony, as may be shown from the very favourable reports drawn up by Dr. Robertson, and the Government Geologist. It is to be hoped that the Government will give every assistance in its power to enable steamers coming to these ports, and manufacturers generally, to secure the benefits arising from a good supply of Western Australian coal. Technical education has not yet occupied much attention in this colony, but

it is to be hoped that in any Education Act that may be adopted by the House of Assembly, technical education will be afforded a prominent position. In another page your committee have drawn up a list of industries worthy of attention, with a table of amounts imported and values of same for 1889 and 1890. (Signed)—W. S. Pearse, president: Hugh R. Dixson, hon. secretary.”

The following is a return of imports during 1889 and 1890, of articles which might be made in the colony, and which is referred to in the committee's report :—

	1889.	1890.
Agricultural implements	£10,225	£9,387
Apparel and slops	11,967	14,660
Arrowroot	57	48
Bacon, hams, and tongues	7,669	4,615
Baking powder	1,059	1,198
Basket and wicker ware	276	286
Biscuits	3,782	3,839
Blue	225	372
Boats	82	19
Boots and shoes	21,497	22,857
Bran and pollard	7,818	7,998
Brushware	849	799
Butter	16,680	16,023
Canary seed	79	38
Candles	3,812	4,395
Carts, carriages, and waggons	2,469	2,393
Cheese	6,397	5,219
Coffee, roast and ground	1,115	1,130
Confectionery	1,204	1,631
Cordials (not spirituous)	319	331
Cereals	11,081	14,249
Doors	508	276
Eggs	85	161
Essences	341	243
Fish, preserved	3,545	3,717
Flour	37,070	27,846
Fruit, bottled and canned	1,973	1,862
„ dried	3,321	4,923
„ green	1,444	1,162
Furniture	3,796	4,290
Harness and saddlery	2,745	3,851
Hay and chaff	1,608	2,574
Hides (raw)	501	984
Hops	1,759	1,260
Jams, jellies, and preserves	6,049	6,970
Lard	357	372
Malt	1,296	1,435
Meat, preserved	4,081	4,621
„ salt	3,526	3,280
Mustard	380	559

	1889.	1890.
Oatmeal	£1,170	£1,464
Oil, salad	308	354
Onions and potatoes	3,476	3,652
Peel, candied	150	203
Pickles	1,162	1,350
Salt	385	761
Sauces	504	916
Soap (not toilet)	1,683	732
Tallow	308	320
Tarpaulins and tents	651	1,164
Timber, planed, tongued and grooved	1,194	3,467
„ worked	349	343
Tinware	129	200
Uniforms	513	783
Vinegar	508	794
Wine, still	5,158	6,913

The following is a short list of undeveloped industries:—

FRUIT GROWING for local requirements, for supplying the shipping, but mainly for export to England. Western Australia is the nearest Australian colony to the home market, and is in a specially favourable position for carrying on this industry.

FRUIT DRYING.—The import duty of 3d. per lb. on dried fruit is of importance to this industry, and gives the local producer a great advantage.

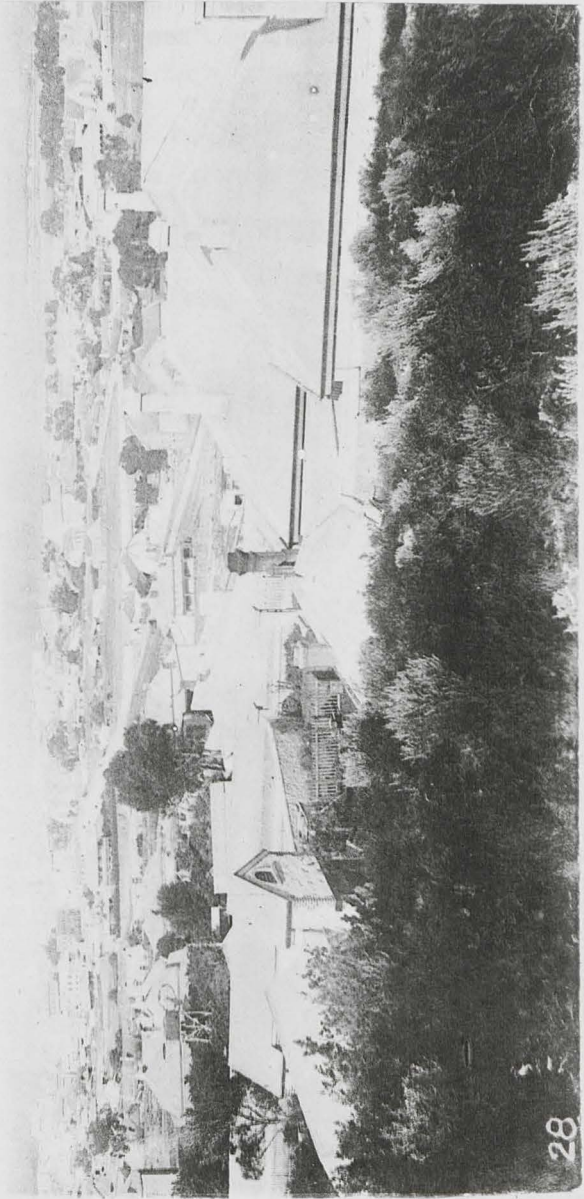
DAIRYING.—With milk retailing at 6d. per quart and fresh butter ranging from 1s. 6d. to 2s. per pound, this should prove a profitable industry, and eventually form an additional article of export. The import duty on butter is 2d. per lb., and on cheese 3d. per lb.

POULTRY FARMING.—The retail price of fresh eggs for six months in the year ranges from 2s. to 2s. 6d. per doz., and is rarely below 1s. 6d. Import duty on eggs, 12½ per cent.

PIG FARMING AND BACON CURING.—Duty, 3d. per lb.

MINING.—(See the Government Geologist's report given in these pages.) There is a great want of systematic prospecting.

SAWMILLS.—(See "Forest Resources.")



A BIRD'S-EYE VIEW OF FREMANTLE.

WINE MAKING—Vine culture is at present in its infancy in the colony. Some day the manufacture of wine is destined to assume very large proportions, as the climate and soil are specially suited to the production of the grape. (*See* "Viticulture.")

POTATO GROWING—The soil and climate about the southern districts is well adapted to the growth of potatoes. At present the production is not equal to local requirements. (*See* "Agriculture.")

SEALING on the islands on the south coast. The export of seal skins from Albany for the 12 months ending 31st June, 1891, amounted to £1,400. (*See* "Fisheries.")

CHAPTER XII.

RAILWAYS.

WESTERN Australia, when regard is paid to her limited population and immense area, has done wonders in the matter of railway construction during the last ten years, and in a short time there will be through communication from Albany to Geraldton, a distance of about 635 miles, whilst all the chief centres of population between those points will be served by main or branch lines. The length of Government lines constructed at the time of writing (the latter part of 1891) is about 200 miles. A land grant railway, 242 miles in length, connects Albany with Beverley; the Midland Railway, 280 miles, from Guildford to Walkaway, near Geraldton, is now being rapidly constructed; whilst the following lines of railways have been assented to by Parliament, and are either being constructed or about to be:—South-western Railway, Perth to Bunbury, 111 miles; Boyanup to Mininup Bridge, 11 miles; Boyanup to Bussellton, 27 miles; Eastern Railway extension to Yilgarn goldfields, 164 miles; Geraldton to Mullewa Railway, 60 miles. In addition to the foregoing, there is the Roebourne-Cossack Tramway, a distance of 8½ miles, whilst there are the following branch lines:—Albany-Torbay Railway, 12 miles; Darling Range Railway,

20 miles; Jarrahdale Railway, 20 miles; and several private tramways belonging to timber companies in the south. Western Australia has now open and working 200 miles of Government railway, and about 400 miles of private lines, or over 600 miles in all, and with the completion of the lines now proceeding or projected, the colony will have about 1,200 miles of railway.

The present Government railway system of Western Australia consists of—(1) The Eastern Railway, from Fremantle (the chief port of the colony), through Perth, to Guildford, York and Beverley, where it joins the Great Southern line to Albany, with branch lines from Spencer's Brook to Northam and Clackline to Newcastle, a total length of about 200 miles; (2) The Northern Railway, from Geraldton to Northampton, a distance of 34 miles, with extension to Walkaway, 17½ miles in length; (3) a line from Bunbury to Boyanup, 15 miles. The normal gauge is 3 ft. 6 in.

The West Australian Land Company, to which, as well as to the Midland Railway Company, special reference is made elsewhere in this volume, has constructed a line of railway from Albany to Beverley, 242 miles, and this line was completed and opened for traffic on 1st June, 1889.

The Midland Railway is in course of construction. It starts from the junction of the Eastern Railway, near Guildford, and runs northwards, *via* Gingin, to Walkaway, where it joins the Government line running into Geraldton. Three sections of 20 miles each of this line were completed and opened for traffic in April, 1891, *viz.*, from Guildford to Gingin, a distance of 40 miles, and from Walkaway to Dongara, 20 miles. In September of the same year, there were 170 miles of earthworks finished out of about 280 to be constructed. The line is to be completed, according to the terms of the contract, by February, 1893, and it is hoped that the work will be finished well within that time.

The Albany-Torbay railway is a short line constructed by Messrs. Millar Bros., on the land grant system, from a point on the Great Southern Railway 10 miles from Albany to their karri timber mills at Torbay, a distance of 12 miles.

The Darling Range or "Zigzag" Railway was a special concession obtained by Mr. E. Keane in March, 1891. It extends from Guildford

along the Darling Range to the heart of a magnificent jarrah forest, and is intended for the opening up of the timber industry in this locality. The concession is now held by the Canning Jarrah Timber Company Limited.

The Jarrahdale Railway is a line made under a special timber concession agreement, by the Jarrahdale Timber Company from the port of Rockingham, near Fremantle, to their timber mills in the Darling Range, a distance of over 20 miles, and from the mills inland.

The total receipts on the Government lines of railway, from 1881 to 1890 inclusive, were £284,385, and the expenditure, £376,864, an excess of expenditure over revenue of £92,479. It must, however, be remembered that the railway system is only in its infancy, and that the indirect gain to the colony therefrom is very great, and has been manifest in many ways. In 1889 the receipts on the lines were £41,152, and the expenditure £63,939; in 1890 the receipts were £45,814, and the expenditure, £62,270. During the present year (1891) the railway receipts have shown a very remarkable improvement; whilst, thanks to the careful foresight of the Government, there has been a corresponding economy in their management. Great additions have been made to the rolling stock, the insufficiency of which was a source of trouble and loss; and at the present rate of progress the receipts on the leading lines should soon outbalance the cost of working and maintaining them. As a consequence, the Premier in his Financial Statement for 1892 (Appendix C), estimates a direct profit on the working of the railways for that year.

The railway workshops are situated at Fremantle, and here is carried on the work of repairing and constructing rolling stock. The Perth railway station is about to be considerably improved and enlarged, and a bonded store added thereto, whilst a movement is on foot, and is obtaining influential support, for the establishment of a system of cool storage and refrigerating chambers in connection with the railway system of the colony, which will enable meat, fruit, and vegetables, to be safely transported long distances by rail.

It should be added that a scheme has been submitted to both the West Australian and South Australian Parliaments for uniting the railway systems of the two colonies. It has been favourably received in both quarters, and Sir William Robinson recently

expressed the opinion that the time is not far distant when it will be possible to get into the train at Fremantle and travel right through by rail to Brisbane. The scheme is for the construction of the line on the land grant system, and more than one principal syndicate is said to be prepared to take it up. Its completion and the improvement of the harbour at Fremantle, so that ocean-going steamers could safely and comfortably call there, would render that port the Brindisi of Australia, and vastly add to the wealth and general importance of the colony. The saving of time involved in landing passengers and mails at Fremantle for transport to the other colonies by rail is at once apparent. It might also be mentioned in this connection that Sir John Forrest and other leading West Australian politicians are disposed to insist on the construction of this trans-continental railway as a condition precedent to Federation.

In regard to the lines projected, the railway to Yilgarn will greatly aid in the development of the goldfield in that locality, the richness of which is amply assured, whilst the South-western Line to Bunbury passes through some of the finest and best watered agricultural land in the colony, capable of carrying a large rural population. Tenders for the latter were accepted in the month of October, 1891, and the work of construction is being pushed on apace, while there will be no delay in regard to the former line.



VIEW OF ALBANY.

CHAPTER XIII.

THE WEST AUSTRALIAN LAND COMPANY LIMITED, AND THE GREAT SOUTHERN RAILWAY.

WE are indebted to a very useful little guide to Albany, by Mr. Piersenne, for some of the following particulars concerning the West Australian Land Company Limited, which has constructed the Great Southern Railway of Western Australia and thus opened up the south-west portion of the colony. There is a daily train service between Albany and Beverley (and thence to Perth) and *vice versa*, and the general opinion is that the Great Southern Railway is one of the best laid and easiest running lines in Australia. The railway was opened on the 1st June, 1889. By the terms of their contract with the Government, the Company have a subsidy of 12,000 acres per mile, selected east and west of their line, within a belt 40 miles on each side of it; consequently, the distance between Albany and Beverley (the Company's railway termini) being about 242 miles, they have nearly 3,000,000 acres of land, which are for sale on easy terms. Up to the present date, nine town sites have been selected along the Company's line of railway, viz., Gledhow, Lakeside, Mount Barker, Cranbrook, Broomehill, Katanning, Wagin, Narrogin and Pingelly. An Agricultural Area, containing some splendid land, has been thrown open for selection at Katanning.

The following are the principal settlements lying between Beverley and Albany, which have sprung into existence since the Great Southern Railway was opened for traffic:—

GLEDHOW.—A town site distant three miles by rail from Albany.

EASTWOOD.—Distant seven miles by rail from Albany. The Eastwood Estate, of 5,000 acres, was purchased by Mr. Powell, late chairman of the West Australian Land Company. Steam ploughs have been at work here preparing the ground for cultivation. The soil consists principally of alluvial flats of peaty mould, well watered, and is specially suited for the growth of root crops and garden produce. An important

discovery of coal has been made on this estate, which has been favourably reported on by the Government Geologist. The land may be purchased in various sized blocks on deferred payment. Mr. H. E. Parry, C.E., is the Albany agent for Mr. Powell, and he will give full information to intending settlers.

THE TEN-MILE JUNCTION.—Here is the junction with the line to the Torbay Sawmills. Close by may be seen the premises of the West Australian Distillery Co., who extract oil from sandalwood, etc., for export to England.

MOUNT BARKER is about 40 miles from Albany. Here refreshments are provided for each train. The land in this neighbourhood consists of several qualities of soil, and is specially adapted for fruit growing and general produce. Mr. C. G. Millar has purchased 5,000 acres in this district, which he intends clearing, improving, and putting under cultivation at once. About seven miles to the east of Mount Barker is the Porongurup Range, covered with a remarkably fine growth of karri timber. Many of the trees are of immense size, some measuring 70 feet to the first branch and 18 feet in girth. Hotel: Gorman's. Fare from Albany: Single, first class, 6s. 3d.; second class, 4s. 9d. Return, first class, 9s. 3d.; second class, 7s. By special mail train, 25 per cent. extra.

TENTERDEN OR ROUND SWAMP.—62 miles from Albany by rail, 51 by road. An important siding, which will probably soon be a station. This is the natural outlet for all the Blackwood trade, and may be looked upon as the future dairy district of the line. Hotel: The Traveller's Rest, J. Gillam. Fare from Albany: Single, first class, 10s.; second class, 7s. 6d. Return, first class, 15s.; second class, 11s. 3d. By special mail train, 25 per cent. extra.

CRANBROOK.—68 miles from Albany. Here a large tank, containing $2\frac{1}{4}$ millions of gallons, has been excavated by the company for the purpose of the railway, and is full of pure fresh water, showing how easily water can be conserved at a moderate outlay. From indications in the ranges in this district, it is confidently anticipated that valuable mineral deposits will be discovered. Hotel: Dunn's. Fare from Albany: Single, first class, 11s.; second class, 8s. 3d. Return, first class, 16s. 6d.; second class, 12s. 3d. By special mail train, 25 per cent. extra.

BROOMEHILL, a township 104 miles from Albany, is the centre of a fine agricultural district. Three miles walk to the west of the line

is the settlement of Etipup, where there are several fine farms, the principal being Goblup, recently purchased by Lord Brassey. The climate and rainfall in the district are so regular that settlers state *they are always certain* of an abundant crop, 18 to 20 bushels to the acre being looked upon as an ordinary occurrence. On the east of the line is the Martinup district, where Mr. Powell and Mr. Hassell have together purchased 34,800 acres, which are being cleared, fenced, and brought under cultivation. In Mr. Hassell's purchase, water has been obtained by ordinary sinking within 12 feet of the surface. The Western Australian Land Company contemplate establishing a training farm here, where young men will be trained to colonial life, and be placed on farms suited to their means when considered capable of managing on their own account. Broomehill is the station for Kojonup, a post and telegraph station and township on the Perth-Albany road. There is a refreshment bar at this station. Bank: The Union Bank of Australia Limited. Hotels: J. J. Treasure's Broomehill Inn. Fare from Albany:—Single, first class, 17s.; second class, 12s. 9d. Return, first class, 25s. 6d.; second class, 19s. By special mail train, 25 per cent. extra.

KATANNING.—A township 116 miles from Albany, the central station of the Great Southern Railway; population, 123. Here is the store of Messrs. F. & C. Piesse. This firm has lately erected a roller flour mill and sheds to contain large quantities of wheat. They have besides a mineral water factory, agricultural implement factory, and sawmill. The whole of their premises are lit up by means of the electric light. The country around is a fine agricultural district, and is being rapidly settled. The trains stop at Katanning for half an hour, and passengers will find dinner awaiting them at the station refreshment rooms. Bank: The National Bank of Australasia. Hotels: Katanning Hotel and Railway Hotel. Fare from Albany: Single, first class, 19s.; second class, 14s. 3d. Return, first class, 28s. 6d.; second class, 21s. 3d. By special mail train, 25 per cent. extra.

WAGIN, 148 miles from Albany, is the station for a large block of good land, generally of a rich brown or chocolate soil, suitable for all kinds of farming. Wagin station is about 18 miles from the Arthur River Settlement on the old Perth-Albany main road. Hotel: Wagin Hotel. Fare from Albany: Single, first class, 24s. 6d.; second class, 18s. 3d. Return, first class, 36s. 9d.; second class, 27s. 3d. By special mail train, 25 per cent. extra.

NARROGIN, 180 miles from Albany, is in the midst of a fine district, well suited for agriculture of all sorts. The numerous creeks around here render the conservation of water easy and inexpensive. The Williams River Settlement, on the old Perth-Albany main road, is situated about 23 miles to the westward of Narrogin Station. Counter refreshments may be had here. Hotel: Hordern Hotel. Fare from Albany: Single, first class, 29s. 6d.; second class, 22s. 3d. Return, first class, 44s. 3d.; second class, 33s. 3d. By special mail train, 25 per cent. extra.

PINGELLY, 211 miles from Albany, is in a fine wheat growing district. Mr. J. N. Taylor, farmer, living nine miles west of Pingelly on the Great Southern Railway, has, reports the *Advertiser* (of Albany), obtained 900 bushels of wheat from 30 acres of land, or at the rate of 30 bushels per acre. Off this land Mr. Taylor has taken never less than 22 bushels to the acre, and that only in very bad seasons. Some of this wheat was purchased by Mr. A. Y. Hassell, who, we are informed, pronounced it to be as beautiful seed wheat as he had ever seen in his life. At about three miles east of the line is the important settlement of Mourambine. Hotel: Southern Cross Hotel. Fare from Albany: Single, first class, 35s.; second class, 26s. 3d. Return, first class, 52s. 6d.; second class, 39s. 3d. By special mail train, 25 per cent. extra.

BEVERLEY, 243 miles from Albany, on the Avon River, is the joint terminus of the Great Southern and the Government Eastern Railway. The week day trains from Albany arrive about 8 p.m. Here there is a break, the journey to Perth being resumed on the following morning at 7.45 a.m., reaching Perth at 1.50 p.m. The week day trains from Perth arrive at 7 p.m. The journey to Albany is resumed the next morning (Sunday excepted) at 6.30 a.m., reaching Albany at 7.30 p.m. The Sunday special mail train from Albany arrives at Beverley at 6 a.m., enabling passengers to connect with Monday's train to Perth. The special mail train for Albany leaves at 8 p.m. on each Thursday or Friday as required. Hotels: Freemasons' and Railway. Fare from Albany: Single, first class, 40s.; second class, 30s. Return, first class, 60s.; second class, 45s. By special mail train, 25 per cent. extra.

The managing director of the West Australian Land Company is the Hon. J. A. Wright, M.L.C., from whom all particulars as to obtaining land along the railway route are readily forthcoming.

CHAPTER XIV.

THE MIDLAND RAILWAY.

Of all the railway undertakings in Western Australia existing or projected, none is of more importance and greater promise than the Midland Railway now proceeding. The constructing company (the Midland Railway Company of Western Australia Limited) was registered in London, in June, 1890, by Messrs. Paine, Sons & Pollock, solicitors, with a capital of £1,240,000, debentures to the extent of £1,000,000 being offered, the interest on the debentures being guaranteed by the National Bank of Australasia for a period of four years. The railway, when completed, will be about 280 miles in length, the cost of construction being £1,062,000. The total grant of land given by the Government for the construction of the line is about 3,360,000 acres.

In regard to the amount of work done, the contractor, Mr. Keane, has made very considerable progress. The line was open for traffic at its southern end, from the Guildford terminus to Gingin, a distance of 40 miles, on 9th April, 1891; and at its northern end at Dongara, 22 miles from Walkaway, on 17th April. The northern section was still further completed to Mingenew on 11th August, a distance of 60 miles from the Walkaway terminus.

The following was the state of the works on 1st November, 1891:—

Permanent way completed	...	...	101 miles.
„ „ rails laid and linked in	...	...	145 „
Earthworks completed	...	...	178 „

A further 50 miles beyond the first 100 was to be opened for traffic almost immediately, and there can be little doubt that the whole line will be finished in fifteen months from the present date (November, 1891). There has been expended on construction up to date about £500,000, and the work is being pushed on with all speed, giving employment to a large number of men.

At the present time the company is entitled to an immediate and inalienable grant of 6,000 acres of land per mile, or about 600,000 acres in all, and the entire district through which the line passes is being surveyed with a view to the selection of the land, and plans will be issued.

In order to test the mineral and other resources of the property, the Board have sent out a diamond drill and several sets of hand-boring machines, and appointed Mr. Oswald Kellet, a mining engineer, strongly recommended to the Board, to carry out these operations. Mr. Kellett is assisted in his work by a competent staff of men, sent out from this country and used to such operations. An extensive deposit of copper has also been met with, and specimens recently sent home by the company's representative (analyses of which are appended) show the extraordinary percentage of 30 per cent. and 50 per cent. pure copper, valued at £14 and £24 per ton respectively at Swansea.

An abundant supply of water has been proved over a very large area of the company's property by the sinking of holes and shallow wells, and according to the report of the Commission on Agriculture, water may be obtained by these means over the entire area. This will be a most valuable feature in the development of the agricultural lands in this part of the colony.

Under the terms of the concession, the company has the right of selection alternately with the Government of land in blocks of not less than 12,000 acres with five miles frontage to the railway, much of which land embraces the best in the country. In addition, the areas for selection comprise land in the Irwin country, the district of the coal measures, and, from a purely superficial examination, Dr. Robertson, the well-known geologist and coal expert of New South Wales, has reported on as a useful fuel, that must be of much value to the company alone in working their line.

The property of the company contains most valuable agricultural, pastoral, forest, and mineral lands. Near Dongara there are rich alluvial plains, extending in all directions where (Dongara being the port) the land has been already opened up, and farming operations conducted on a considerable scale. Farther on, in a south-easterly direction, there is a vast extent of virgin land, known as the Melara Plains, stated to be as rich as that near Dongara. This valuable stretch of country falls within the concession held by the company, and when traversed by the

railway, must shortly become the home of a greatly increased agricultural population. With the object of proving the agricultural capabilities of the colony, Mr. Bond, the managing director of the company, recently forwarded to England a collection of fruits, vegetables, and maize, which were exhibited at the offices of the company in London. These exhibits were inspected by a large number of persons, including some of the largest fruit salesmen in Covent Garden, and it was their unanimous opinion that a country capable of producing such magnificent fruits must prove a formidable rival to our other colonies.

The following is an extract from a report on the route of the line, which was thoroughly examined by Messrs. Bond and A. B. Smith :—
“ Leaving the line to our left, and pushing on to Dongara, we passed through wonderful grass country ; the oat grass in the uncleared bush waved to the wind with the weight of grain, until one would have thought it a cultivated crop, yielding quite three tons of hay to an acre. A good deal of land here under cultivation is rented to farmers at ten shillings per acre per annum, who tell us they can make money out of it. They are sure of their crops, owing to the favourable seasons, and have an average yield of 16 to 25 bushels of wheat and 30 bushels of barley. Travelling over about 18 or 20 miles of this country, which includes thousands upon thousands of acres—indeed, extending further than the eye could reach—we passed a lot of very fat cattle, fit for any show-yard, until we reached the Irwin coal seams. These are seen in the cliff, etc. Returning by Yarragadee we travelled on over the same rich description of country. The bulk of the land which may be selected could be made really first-class country by clearing, fencing, and sowing grass seed. There can be no question that much of the land will prove suitable for cultivation from end to end of the line. Finer crops of wheat, barley, and oats, it would be difficult to find in any of the other colonies, and this must certainly become a great grain-producing country. On much of the land large tracts of jarrah timber exist, which must prove of great value in the near future for timber alone ; great interest is being shown in the development of this industry, an unlimited market being open. The minerals, consisting of copper, lead, iron, and coal, extend over a large area, which may be selected. The copper will doubtless be worked profitably when railway communication opens the district up, and an abundance of the mineral is reported to exist. The coal measures remain to be proved by sinking trial bores, and no time should be lost in sending out one or more diamond drills in charge of efficient men. It is necessary to do this at once to test

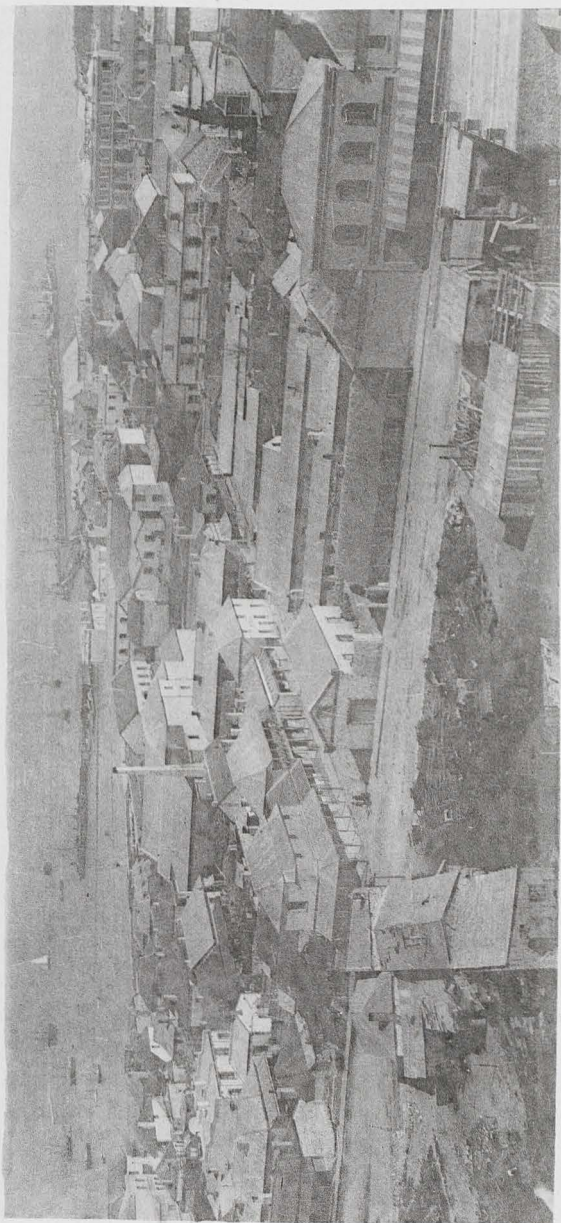
our property, and to afford a guide as to the selection of the land. Gold has been found near New Norcia and on the Bindoon Range. We were informed of its recent discovery at the places named by the Commissioner for Lands. The soil was a rich chocolate sandy loam, the climate remarkably healthy, and the rainfall, which is evenly distributed throughout the year, to be relied upon. Severe droughts are unknown, and water is to be had almost anywhere by sinking 20 feet. We are, of opinion, judging from the easy depths (25 feet) at which water usually is found, together with the evidence of springs which we saw bursting through the ground, etc., that, given a certain amount of cultivation, thereby breaking the surface springs, we shall eventually have running water through our property all the year round. The traffic on the line, in the first instance, will consist of wool, grain and hay, cattle and horses for market, sandalwood (which is a heavy item), passenger traffic, the mails, stores, fencing and building materials from port for stations. We shall also tap the trade of the Murchison district from Mullewa, which will run over about 60 miles of the northern end of the line. This should be sufficient to pay all expenses of working. People from the other colonies are arriving weekly, making anxious inquiries as to the capabilities of the land and the cost of purchase. When the land is selected, we feel we can congratulate the company upon being in possession of a magnificent territory, such as is not owned by any other interest in Western Australia. Our anticipations of the colony have been more than realised."

Dr. Robertson, F.G.S., the well-known geologist, and perhaps the highest authority on coal in Australia, inspected and reported on the company's lands in September, 1891, and his report was of the most remarkably encouraging character. Even the once despised sand plains are appreciated by him, and he pointed out their capability of depasturing sheep, and the fact that abundance of water is obtained here as elsewhere at shallow depths. In regard to the geological indications, he has the highest opinion of very many portions of the area traversed, especially the Irwin district, in regard to copper and coal. Other future sources of wealth he recognised in the salt lakes and pans, asbestos, and other minerals. He further unhesitatingly says that the country opened up by the Midland Railway is "undoubtedly the richest and finest land in the central division of the colony, and equal to any land for agricultural and horticultural purposes existing in Australia." He adds what the statistics of years demonstrate as the truth, that "none of the colonies can show such uniform or large yields of cereals per acre."

Owing to the stringency of the money market in England, the enterprise was some few months ago threatened with what might have been a serious difficulty, arising from the fact that certain subscribers for a large number of the debentures (the whole of which were at the inception of the company subscribed for and allotted) had neglected to pay the amounts due on calls. In these circumstances a compromise was effected, under which the debentures in question were surrendered at a loss to the subscribers, the result being that a portion of the surrendered debentures were at once sold, and the remainder are available for re-issue or sale as opportunity may occur. In this way a deadlock was avoided, 100 miles of the line was completed, and 600,000 acres of splendid land came into the possession of the company. But the financial stringency at home continued, and accordingly the Government came to the assistance of the company by guaranteeing £60,000 on the terms and conditions contained in the following speech by the Premier, Sir John Forrest, to his constituents, on 19th November, at Bunbury:—

“There is another matter which many of my friends have spoken about since I have been in this district, namely, as to the recent transaction in connection with the Midland Railway Company, and, hearing so much about it, I thought that I would make a clean breast to-night by telling my constituents and the people of this district what really has been done in that matter. Well, we have guaranteed that, in the event of the Midland Railway Company not being able to repay the sum of £60,000, the Government will pay it. This £60,000 it is agreed shall be expended upon the company's work in the colony in a manner to be approved of by the Commissioner of Railways at a rate of not more than £12,000 per month. The security we receive for this guarantee is as follows:—Firstly, we have now in hand £12,000 belonging to the company as a guarantee for the complete fulfilment of their contract to construct the railway; so that we put our hands on that deposit in the event of our having to pay the sum we have guaranteed. Secondly, we have a lien on 200,000 acres of some of the best land in the colony, which I reckon is now worth £1 per acre. Thirdly, we have £90,000 worth of the company's bonds, which are now selling in London at something under par—£60 or £70 I believe. Therefore, in the event of our having to pay eventually this £60,000, we can appropriate the £12,000 cash deposit; we can sell the land and we can sell the bonds, and so recoup ourselves easily for the £60,000, and the company also give up all right, title, and interest they may

have under their contract to townsites, reserves, or commonages, within their area of selection, also any right they may have to sell within two miles of the Eastern Railway. They gave up all this in consideration of our giving this guarantee. I am quite aware that in advising this course the Government incurred a serious responsibility; but if we are not prepared to take responsibilities we are not fit to hold our position. (Applause.) Some persons have said, how can you anticipate the action of Parliament? The Legislative Assembly has the command of the purse strings, and yet you have pledged the credit of the colony to the extent of £60,000 without the sanction of Parliament? My answer is that every time we exceed the vote of the Legislature, which we often do, we act without the sanction of Parliament, and we have to come back to Parliament with what is called an excess bill, and ask the members to approve of it, and if they do not approve of it we leave office, that is all. (Laughter.) That is a vote of want of confidence, and we have to go; but Parliament cannot get the money back, for we have then spent it. (Laughter.) But as we are not very anxious to leave office at the present time, I do not think we should have done this unless we knew that we had Parliament and the country with us, and I have no hesitation in saying that we have it, and that, when Parliament does meet, it will approve of our action. We had several important reasons for assisting the Midland Company. We were advised from London that if we did not assist the Company in their present difficulty the works would certainly stop for a time. That we did not want, for we knew that 500 or 600 men were employed on these works, and we did not want them to be thrown on the labour market at a time when other public works were not in readiness to absorb that large amount of labour. I thought that these gentlemen, who are in a high position as directors of the Midland Company in London, might say we had very little confidence in our own colony if we refused to help them by this guarantee, and that the injury we might do to our credit in that way would be an eventual loss to us of much more than £60,000. I thought that if we could keep these influential men in London on our side without loss to ourselves, while benefiting them and assisting the colony, we ought to do it. It seemed to me that the stoppage of the Midland Railway works would injure us all round by doing a lot of damage inside the colony and out of it. I am convinced this colony cannot lose a sixpence by the arrangement we have made for carrying on those works. Therefore, I thought we were quite safe in giving the guarantee. We must remember, too, that we are not building a railway



A VIEW OF FREMANTLE HARBOUR FROM THE TOWN.

to the moon, but that the Midland Railway is designed to open up our own territory, by giving us railway communication through a rich district to the important seaport of Geraldton, and if we had spent the money actually, instead of giving a guarantee, we could hardly have spent it better than by enabling the Midland Company to carry on their works for a few months, without any risk or loss to the colony. (Cheers.)

CHAPTER XV.

HARBOURS, SHIPPING, TRADE, AND COMMERCE.

FREMANTLE is the chief port of the colony, though, unfortunately, it is not at present the best, King George's Sound bearing the palm in natural advantages as a port of call and haven. It is, however, contemplated to bring science and art to the assistance of the harbour, and Parliament at its last session consented to the initiation of a scheme of harbour works for Fremantle, devised and designed by the Engineer-in-Chief of the colony, Mr. C. Y. O'Connor, a gentleman who has had much experience in New Zealand in the matter of harbour construction. His scheme includes the construction of two moles or breakwaters from the heads at either side of the mouth of the River Swan, which will serve two purposes, viz., to protect the shipping alongside the existing jetty, now in course of extension, and to protect the mouth of the river, which is to be opened up, deepened within the estuary, and wharves and other shipping conveniences supplied. The work is to be commenced at once, and when completed will afford safe and commodious accommodation to the largest ocean-going steamers.

Taking a cursory glance at the coast line of the colony, which embraces between three and four thousand miles, many ports are met with, some of great excellence, whilst others have not been so favoured by nature as could be desired. Granite succeeds limestone after passing Cape Arid, and thence to the westward are several indentations such as those at Esperance. Doubtful Island and Two People Bay afford protection for small vessels in certain conditions of weather. Beyond these Cape Vancouver and Bald Head—bold jutting buttresses—protect the wide entrance to King George's Sound, a gulf some ten miles long, and well sheltered from all but south-western storms. In the centre of the sound rise the two rocky islands of Breaksea and Michaelmas, on the former of which is a lighthouse and signalling station, connected with the mainland by a submarine cable. From the northern extremity of the sound a narrow passage, navigable for vessels of light draught, leads into an inner sheet of water named Oyster Harbour, into which flow the King and Kalgan Rivers. Three miles south of the entrance to Oyster Harbour another opening in the rocky shores of the sound presents itself, deep enough to give passage to the largest ocean steamers, and forming the approach to Princess Royal Harbour, on the northern shores of which stands the town of Albany. This harbour, generally known as the Inner Sound, is a circular basin with a fairly large area of deep water near the entrance, but shallowing towards its western and southern shores. Albany is the southern terminus of the Great Southern Railway, which unites the capital and populous central districts with the only present port of call in Western Australia for the ocean mail steamers. Formerly the vessels of the Peninsular and Oriental Company's fleet, both outward and inward bound, took in supplies of coal from the large depôt maintained in Princess Royal Harbour, and the staff and labourers in the Company's employ formed no inconsiderable part of the local population. But of late years improvements in machinery and in capacity of storage have rendered these steamers less dependent upon Albany for coaling purposes, and the Company's establishment has been broken up. Private enterprise has, however, led to large stores of fuel being maintained for the accommodation of passing or chance vessels, by which King George's Sound is becoming annually more and more frequented. Being the only harbour of refuge and coaling station to which steamers making for the open ocean from East Australian waters can resort, and the first port of call for vessels outward bound, commanding also the regular track of a great part of the commerce of the continent, King George's Sound has ever been regarded by naval and military authorities

as a position of the utmost importance in any scheme of Australian defence. Securely fortified and safe from capture, as it is now being rendered, hostile enemies coming round the Leeuwin will find a descent upon the eastern capitals hazardous, if not impracticable. Were it on the other hand allowed to fall into the occupation of an enemy, the latter might do incalculable mischief to Australian shipping from such a lair, and prove most difficult to dislodge. The necessity of providing adequate protection for Princess Royal Harbour has, therefore, long been urged by experts, and the defence of the harbour is now being undertaken jointly by the Imperial and Australian Governments, and at the time of writing the work of fortifying Albany is proceeding.

From King George's Sound to Cape Leeuwin and thence to Cape Naturaliste, the coast is rocky and granitic. It is broken by numerous streams and by three lake-like inlets at the mouths of the Hay, the Forth, and the Deep Rivers. Only one of them, known as Nornalup, is accessible from the sea, and that only to vessels of light draught. Behind the promontory which forms the celebrated Leeuwin is Flinders Bay, a fairly good anchorage, protected from the roll of the Indian Ocean. At Augusta, the Blackwood River joins the sea, but is not available for navigation owing to a bar at its mouth. Sheltered by Cape Naturaliste lies Geographe Bay, with its beautiful sweep of golden beach, upon which stands the settlement of Busselton. Thirty miles north of Busselton lies the town of Bunbury, on a sandspit at the entrance to the Leschenault Inlet. The anchorage at Bunbury is indifferent, but the coasting steamers are seldom unable to approach the jetty, which is the terminus of a railway to the timber ranges, and which will ere long be united with the South-western Railway from Perth, to be extended to Busselton. Peel's Inlet is the only break in the monotony of the low-lying land which fringes the coast between Bunbury and Garden Island.

Garden Island—low and scrub-covered—protects Owen's Anchorage and the quiet waters of Cockburn Sound. Rottnest Island is a few miles to the north of Garden Island, and between the two is a passage through which vessels heading up from the southward approach Gage Road and the seaport of Fremantle, which is built on a low-lying neck of land between Arthur's Head with its lighthouse on one side, and gently rising limestone heights on the other, being hemmed in by Swan River and the sea. At Fremantle the principal shipping business of the colony is transacted, and vessels of all kinds lie safely at anchor there

nearly all the year round, some of them seeking the more protected waters of Owen's Anchorage during the winter months, when strong northerly gales are not uncommon. The holding ground is excellent, and the accommodation for shipping is so far fairly sufficient, the jetty, with its various extensions, being 500 yards long.

Proceeding northward along the coast, the next port arrived at is Dongara, at the mouth of the Irwin River. This is, however, only available for the local steamers in fine weather, and it cannot be considered a very good port, owing to its exposed position. It is, however, the outlet for the coasting trade of an extensive and fertile district, which lies at its back.

Champion Bay is the port of Geraldton, and is a fine open sheet of water, well protected to the south by a line of reef, and by some sand-banks to the north. The holding ground is very good, and provision has been made for improving this harbour at a cost of £25,000. It is the outlet of one of the finest pastoral, agricultural and mineral districts in the colony, and is the terminus of the Midland Railway to Perth, the Northern Railway to Northampton, and the Mullewa Railway to the eastward pastoral country. There is a fine lighthouse at this important port, and the Abrolhos Islands, from which there is an extensive export of guano, are about thirty miles distant to the westward.

Still proceeding northward, we arrive at Shark Bay, the scene of a thriving pearling industry, and which has a fine land-locked harbour; but the business here is limited, the back country being sparsely occupied. At Carnarvon, the port of the Gascoyne district, a considerable business is done in the export of wool, and there is a fine jetty for the accommodation of wool ships and coastal steamers. The next port of call to the northward is Onslow, the port of the Ashburton district, from which there is an extensive export of wool.

Still proceeding northward, we arrive at Cossack, or Port Walcott, which is situated upon a creek into which coasting steamers and other vessels can enter at high tide and lie well protected. It is also the lying-up and provisioning depôt for the pearling fleet, and is an outlet for the extensive wool trade of the North-west district.

The other ports of the colony are Broome (Roebuck Bay), the terminus of the Eastern Extension Telegraph Company's cable, also a depôt of the pearling fleet; Derby, at the head of King Sound, where



VIEW OF FREMANTLE JETTY.

there is an enormous rise and fall of the tide; and Wyndham, Cambridge Gulf, a magnificent land-locked harbour, and the outlet for the produce of the East Kimberley district.

The mail steamers of the Peninsular and Oriental Steam Navigation Company, both homeward and outward bound, call in fortnightly at Albany. The passage money between London and Albany (King George's Sound) and *vice versa*, is:—First saloon, £60 to £70; second saloon, £30 to £37; return tickets, £65 to £115. The mail steamers of the Orient line also visit Albany on alternate weeks to those of the P. & O. The passage money is:—First saloon, £55, £63, £70; second saloon, £30 to £37; third saloon, £17 17s.; return tickets, £54 to £115. These steamers do not carry third class intercolonial passengers or intercolonial cargo. The steamers of the Compagnie des Messageries Maritimes also call in at Albany monthly. Passage money between Albany and Marseilles, either way:—Single journey, £20 to £65; return tickets, £34 to £115; through ticket, Marseilles to London (24 hours by rail) £5; luggage is conveyed free by steamer from Marseilles to London.

The Adelaide Steamship Company has a fleet of nine excellent steamships employed in the coastal and intercolonial trade of the colony.

Intercolonial Service, tri-weekly, between Fremantle and Sydney, calling in, either way, at the intermediate ports of Bunbury, Vasse, Hamelin, Albany, Adelaide, and Melbourne. *Fremantle-Bunbury Service*, fortnightly, calling in at Vasse; average duration of voyage, 12 hours. *Fremantle-Geraldton Service*, weekly, calling in at Dongara; average duration of voyage, 24 hours. *Fremantle-Roebuck Bay Service*, tri-weekly, calling at Geraldton, Shark Bay, Carnarvon, Ashburton, Cossack and pearling grounds. *Roebuck Bay-Port Darwin Service*, tri-weekly. One of the steamers of the Company meets another at Roebuck Bay, and, passengers and cargoes having been exchanged, the former steamer proceeds to Port Darwin, calling in, on her way, at Derby and Wyndham, and on her return she again connects at Roebuck Bay.

The West Australian Steam Navigation Company Limited, has two first-class vessels, the s.s. *Saladin*, 1,498 tons net register (1,999 tons gross), and the s.s. *Australind*, 553 tons net register (1,019 tons gross), which carry out a monthly service between Fremantle and Singapore,

touching at the usual coast ports. At Singapore they connect with Holt's Ocean Line of Steamers, which leave there for London, etc., about twice a week. All cargo is transhipped into steamers at Singapore, unless otherwise arranged for. The average duration of the voyage between Fremantle and Singapore is 20 days, and from Singapore to London, 42 days. The passage money to and from London, first class, is £45, and second, £25.

Huddart Parker & Company Limited have a line of steamers running between Melbourne and Fremantle, and calling in, *en route*, at Adelaide, Albany, Vasse, and Bunbury. The passage money from Melbourne to Fremantle (saloon only) is £8; from Adelaide to Fremantle, £7; from Albany to Fremantle, 30s.; from Vasse, £1; from Bunbury, 15s. This Company are now building new steamers specially adapted for the West Australian trade.

Once every three months a steamer leaves London for Fremantle, carrying cargo and a limited number of passengers. The vessels generally employed are s.s. *Fifeshire*, 3,720 gross tonnage; s.s. *Nairnshire*, 3,720 gross tonnage; s.s. *Suffolk*, 3,303 gross tonnage; s.s. *Gulf of Martaban*, 2,447 gross tonnage; s.s. *Gulf of Venice*, 2,923 gross tonnage, and others. They carry cargo for Fremantle, Albany, Adelaide, Melbourne, and Sydney. The average duration of the voyage is from 42 to 50 days. Freight from London to Fremantle, 35s. to 45s. per ton. The passage money is, saloon, 35 guineas; steerage, 14 to 16 guineas.

Messrs. Trinder, Anderson & Co., Chas. Bethell & Co., and W. Marden (West Australian Shipping Association) load sailing vessels direct from London to Fremantle, at intervals of about six weeks. Rate of freight, from £1 5s. to £1 15s. per ton. Average duration of voyage, 90 days. Vessels—*Helena Mena*, 673 tons; *Charlotte Padbury*, 636 tons; *West Australian*, 572 tons; *Bessell*, 459 tons; *Sepia*, 696 tons; *Annie McDonald*, 459 tons. These boats are among the regular traders to Fremantle from London, returning home with wool or other produce. Passengers are seldom carried.

Direct Sailing Vessel Line—New York to Fremantle.—There are no regular traders from New York to Fremantle. The Shipping Association usually loads two boats a year, and R. W. Cameron & Co. one, to the consignment of Dalgety and Co. Limited. Another ship is

occasionally loaded to the consignment of W. Sandover & Co., of Perth and Fremantle. These boats bring from 500 to 800 tons of cargo, but have no accommodation for passengers. The run from New York takes about 100 days. Freight, £2 to £2 5s. per ton.

The trade of the colony is chiefly transacted with the United Kingdom, the Australian colonies, the Straits Settlements, and Mauritius, and there is a growing trade with America.

Appended is the number and tonnage of vessels of each nation entered at the ports of the colony during the year 1890:—

	Sailing.	Tons.
British	52	22,574
German	4	2,323
American	2	866
Norwegian	3	1,878
Italian	1	593
Danish	2	974
Total	64	29,208

	Steamers.	Tons.
British	183	396,546
French	19	51,580
German	1	1,745
Total	203	449,781

Total of all vessels, 267; total tonnage, 478,989.

Number and tonnage of vessels of each nation cleared at ports in the colony during the year 1890:—

	Sailing.	Tons.
British	44	16,109
German	4	2,648
Norwegian	2	1,109
Italian	1	593
American	0	0
Dutch	0	0
Total	51	20,459

	Steamers.	Tons.
British	165	325,424
German	1	1,745
French	23	62,300
Total	189	389,469

Total of all vessels, 240; total tonnage, 409,928.

It will be seen from the foregoing statements and statistics that the shipping business and facilities of Western Australia are considerable, and when it is borne in mind that less than a dozen years ago there was only one steamer on her coast, the colony it must be admitted has made remarkable progress in a short time.

The estimated expenditure on the Harbour and Light Department for 1890 was £4,632 in salaries, and £2,550 in contingencies, whilst the receipts in harbour dues were £6,171 15s. 3d. The Harbour Department is presided over by the Chief Harbour Master, Commander Russell, R.N., whose head quarters are at Fremantle.

The following is a list of lighthouses on the coast :—Breaksea Island, fixed white dioptric light, visible 24 miles; Point King lighthouse, north bluff of Princess Royal Harbour, visible 12 miles; Vasse or Busselton lighthouse, visible 12 miles; Bunbury lighthouse, visible 12 miles; Fremantle lighthouse, fixed white dioptric light, of third order, visible 16 miles; Rottneet lighthouse, a white revolving light, flashing every five seconds, visible in clear weather 21 miles; Dongara or Port Irwin light, visible 7 miles in clear weather; Champion Bay, revolving white light, attaining greatest brilliancy every forty seconds, visible for about 16 miles (there is also a lower light in the same building, showing two red rays, visible from the south and north, and two fixed white leading lights on the north side of Champion Bay). Cossack lighthouse is on the centre of Jarman Island, and is visible 15 miles. A first-class light is about to be set up at Cape Leeuwin, a work of almost national importance.

CHAPTER XVI.

THE FINANCES, REVENUE AND EXPENDITURE.

THE PUBLIC DEBT.

THE best authority on the financial position of the colony is the Treasurer, the officer who holds the purse strings, and who is called upon to give an annual account of the revenue and expenditure, so we will go to him for information. Sir John Forrest, the Premier and Treasurer of the colony, in making his financial statement for the year 1891, on the 4th of February of that year, indulged in a retrospect of the business of the colony for a period of ten years previous to 1890, from which it is as well to considerably quote, as it strikingly displays the progress made by the colony. In 1880 the revenue was £180,049, and in that sum was included £11,250 for Imperial funds. In 1885, five years later, the revenue had increased to £318,713, and in that amount there was £4,500 from Imperial funds. The revenue for 1890 was £414,313, an increase, if the Imperial funds are excepted, of 145 per cent. in ten years. The expenditure during the same period increased from £204,337 in 1880 to £318,718 in 1885, and to £401,737 in 1890, an increase in ten years of 96 per cent. At the end of 1889 there was a balance to credit of £33,023, and during 1890 that balance was increased by £12,576, so that at the end of 1890 there was a balance to credit of the colony of £45,000. After giving the above satisfactory figures, Sir John Forrest said that the Government had estimated the revenue for 1891 at £439,165, or £24,851 in excess of the revenue for the past year, and that this estimate is more than likely to be fulfilled will be demonstrated by the financial returns for the first six months of the present year, which we publish below. The estimated expenditure for 1891 is placed at £435,303, the actual expenditure for 1890 having been £401,735. It was estimated by the hon. gentleman that, at the end of 1891, there would be a balance to the credit of the

colony of £49,461, almost sufficient to pay the interest up to the end of 1892 on the loan of £1,336,000 agreed to by the Legislature last March. That estimate was very much more than realised, as Appendix A. will show.

At the end of 1890, when the population was about 47,000, the public debt was under £30 a head, and while the colony is spending its last loan of £1,336,000, the population is certain to largely increase, whilst the rate of indebtedness per head will, it is expected, be lessened rather than augmented. Compared with the present indebtedness of the sister colonies that of Western Australia is a very moderate amount; Queensland's indebtedness being £66 per head of population; New Zealand, £63; and South Australia, £60.

The actual indebtedness of the colony on December 31st was £1,284,074. The gross indebtedness of the colony on the same date was £1,367,444, the sinking fund, £83,365, being invested. The first public loan of the colony was raised in 1872, when £35,208 was borrowed at 6 per cent. The second loan was in 1873, when £101,770 was raised at 5 per cent. The third loan, for £26,128 was raised in 1875, also at five per cent. These three make a total of £163,106, which is held as follows:—£33,400 in debentures at 6 per cent.; £94,900 in debentures at 5 per cent.; £34,806 in inscribed stock at 4 per cent.; and £72,488 is invested to meet the debentures when they mature from 1901 to 1905, and the stock at a later date. The next loan was in 1878, when £201,833 was raised at 4½ per cent. Some of these debentures, £12,600 worth, have been redeemed, and an amount of £794 has been credited to the sinking fund. This loan is at present held thus:—£126,300 in debentures at 4½ per cent., and £62,933 inscribed stock at 4 per cent.; £3,500 worth of these debentures have been redeemed, and £2,419 has been credited to the sinking fund. The loan is at present held: In debentures, £57,800; in inscribed stock, £88,070; and both debentures and inscribed stock bear 4 per cent. interest, and there is a sinking fund of 1 per cent. The next loan was in 1882, and was for £252,735 10s., at 4 per cent. Of this, £7,900 has been redeemed, and there is a sinking fund of £2,633. At present that loan stands thus—£116,200 debentures, and inscribed stock, £128,635 10s. In 1884 a loan of £525,000 was raised at 4 per cent., most of which is held in inscribed stock, and only £600 has been redeemed, whilst there is £5,037 to the credit of the sinking fund.

This loan is held—£68,400 in debentures, and £456,000 in inscribed stock. In 1888, £100,000 was raised, all in inscribed stock, and bearing interest at 4 per cent., with a sinking fund of 1 per cent.

In March, 1891, the Legislature agreed to the raising of a loan of £1,336,000 for the construction of certain public works and other purposes, the following schedule being submitted and agreed to :—

1.	Railway from Perth to Bunbury, from Boyanup to Mininup Bridge, and from Boyanup to Busselton ...	£368,000
2.	Railway from Eastern Railway to Yilgarn Goldfields ...	324,000
3.	Railway from Geraldton to Mullewa	100,000
4.	Improvements to Eastern Railway and railway stations ...	60,000
5.	Additional rolling stock for existing railway lines ...	25,000
6.	Railway surveys	10,000
7.	Telegraph line from Beverley to Broome Hill ; Vasse to Cape Leeuwin ; Flint Cliff to Freshwater Camp, in Shark Bay ; completion of telegraph line between Derby and Wyndham ; and repairs to existing lines ...	16,000
8.	Harbour works at Fremantle, including extension of jetty and improvements to approaches	150,000
9.	Harbour works at Geraldton, including new jetty... ..	25,000
10.	Additional shipping facilities and repair of tramway at Carnarvon, and dredging	2,000
11.	Shipping facilities at Ashburton, landing stage and approach, and buildings	3,000
12.	Harbour improvements at Cossack, extension of jetty, and approaches	10,000
13.	Improvements at other ports, and contingencies	4,000
14.	Purchase of steam dredge or dredges, and dredging ...	50,000
15.	Development of goldfields and mineral resources	70,000
16.	Surveys of land for agricultural settlement along railways	20,000
17.	Immigration	50,000
18.	Lighthouse at Cape Leeuwin	10,000
19.	Public buildings at Geraldton, Cossack, and other northern towns	9,000
20.	Grants-in-aid to roads and bridges, and water supply on roads	30,000
		£1,336,000

Owing to the disturbed and generally unfavourable condition of the London money market during the beginning and middle of 1891, it was not considered advisable by the acting Agent-General, Mr. Burt, acting on the best financial advice obtainable, to place more than a quarter of a million of the last loan, which was successfully raised, in inscribed stock at 4 per cent., and other issues will follow as the money is required, and according to the condition of the money market.

It should be added that all future loans will be inscribed for obvious financial reasons. And now, by way of conclusion to this very important portion of the subject, and as going to show the progress made by the colony, and the objects and aims of the present Administration, it is as well to reproduce the closing portion of the speech made by Sir John Forrest, on 23rd January, 1891, in moving the first item of the Estimates for 1891—the first Budget speech delivered by the Colonial Treasurer under responsible Government. He said :—“ I propose now, sir, to place before hon. members some evidence that we see around us showing that we are progressing in all the elements of prosperity, and that we are not standing still as we used to be. In the first place, until a very short time ago, gold as an item of export was unknown to us. To-day I have found out from the Collector of Customs that, during 1890, 22,806 ounces of gold, the produce of this colony, has been exported, and it was valued at £86,000. That, sir, is a very pleasing feature in our financial position—that we should be able during one year to export such a large amount of gold, the produce of the colony ; and we must remember, too, that this gold industry is merely in its infancy. The amount we shall raise this year will probably be much larger, and we must remember that to the east of our settled country we have a large area of auriferous land, which, although not yet developed, will, in time, be productive of great benefit to this part of the colony especially, and I believe to the colony generally. I have also made some inquiries from the principal gold mining companies as to their operations. I find that the Central Company has extracted 1,522 ounces of gold from 2,205 tons of stone ; and that the Fraser mine has extracted 2,158 ounces of gold, averaging considerably over an ounce to the ton, and which has realised £8,031. Over £5,000 a year is paid in wages by this one company. Another item, which proves beyond doubt that we are progressing rapidly, is the shipping returns. I find that during the period 1880-90 there has been a remarkable and highly satisfactory result. In 1880, 165 vessels were entered inwards, with a tonnage of 123,985. Ten years afterwards, in 1890, 257 vessels were entered inwards with a tonnage of 481,289, and for the same time outwards there were, in 1880, 168 vessels, with a tonnage of 126,444; and, in 1890, 256 vessels, with a tonnage of 478,965. As another evidence of the growing importance of this colony, hon. members are all aware that the days of subsidies to steamship companies are fast disappearing. In addition to the Adelaide Steamship Company, we have the firm of Huddart, Parker & Co.—a well-known firm in the other colonies—

sending their steamers here without subsidy. We have also the s.s. *Australind* and the *Saladin* running regularly between Fremantle and Singapore. Then, too, there has been a great improvement in the type of steamer used. When I went on board the *Saladin* to-day and saw all the conveniences and comforts provided for the passengers, I could not help bringing to my recollection the difference between that vessel and the old *Mystery* and other 20-ton boats which the pioneers of the north travelled by. All this shows that the things of the early days of the colony are passing away. I believe there are people in the colony who still believe that railways will not pay, and those who say that, also do not believe that it will pay to run these beautiful steamships. I cannot, however, agree with that view; because steamship companies, like every other enterprise, are formed for the one object, and that object is profit; and unless it will pay them to run their vessels to this part of the world, they will not do it. So much then for the evidences of progress and development which we can see around us. I will now come to the revenue. Our main sources of revenue in this colony at the present time are: Customs, Land, Railways, Harbour and Wharfage Dues, the *Stamp Act*, and Post and Telegraphs. If we compare these with former years, we find that in 1889 the Customs revenue was £171,990; in 1890, £182,546; and in 1891 we estimate it at £201,800. The land revenue for 1889 was £87,016; for 1890, £107,636; and for 1891 we estimate it at £100,000. Another great source of revenue which is fast mounting up, and which I hope will soon be our principal source, is that of the Railways. I believe it is the principal source of income in the other colonies, and I see no reason why it should not be so here, especially as it is already increasing very rapidly. In 1889 the revenue was £41,151; in 1890, £45,814; and for 1891 we estimate it at £53,000. Although it may be attempted to be shown by some hon. members that these railways, constructed as they are out of borrowed money, do more harm than good—for I believe there are some people who actually go as far as that; still, leaving that out of the question, there are plenty of men amongst us who never expected that in a few years our short lines of railway—for really they are nothing in extent when you come to look at them—would produce a revenue of £53,000 in one year. Indeed, one may fairly ask, where is the money coming from? But there it is in black and white. These lines are worked under difficulties; they are expensively worked, and, with their steep gradients and from other

causes, are difficult to work economically ; still there is the revenue. In connection with our railways and their contemplated further construction, I may here mention that the Government has placed a large sum on the Estimates to enable us to obtain the services of an Engineer-in-Chief to assist the Government in expending this money in an economical and satisfactory manner. Although the salary provided may appear high, still, when compared with the great amount of money that will really be at the disposal of this officer—or rather I should say, spent under his direction—the question of a few hundred pounds a year extra in salary is, to my mind, of very little importance. The great thing to aim at is to get a reliable, economical, and competent officer; and if we do that, we can well afford to pay him a little more than we have been in the habit hitherto. As a member of the Government, I should feel the greatest anxiety in carrying out this large system of public works unless I had an officer of experience and well-known ability and integrity to advise me—a man whose attainments were such that I could put down my foot and feel that I was standing on solid ground. Indeed, without such an officer, I would not attempt to carry them out. When we bear in mind the important undertakings we are now contemplating, undertakings involving the expenditure of hundreds of thousands—railways, harbour works, lighthouses, fortifications, etc.—the value of the services of a really competent and trustworthy Engineer-in-Chief is not to be reckoned by hundreds. We may waste the amount of his salary on one work; and unless we have an officer of experience and a tried man to assist us, we shall always be in doubt whether we are going right. It is the intention of the Government, as I say, to secure the services of such an officer, and, with that in view, we have placed on the Estimates for 1891, a sum of £1,500. Our next source of revenue, I notice, is from harbour dues; and that again shows how we are progressing. In 1889 the revenue from this source was £6,002; in 1890, £6,172; and we estimate for 1891, £7,700. The wharfrage dues are also increasing. In 1889 they were £3,942; in 1890, £4,591; and, for 1891, we estimate £5,200. The operations under the *Stamp Act* have been a little fluctuating. In 1889 the stamp duties realised £8,057; in 1890 they only yielded £7,637; which I can only account for from the complete cessation of all public works, the collapse of the land boom, the stoppage of the Midland railway, and other causes, which led to a period of commercial stagnation. This year, however, looking forward to renewed efforts on the part of the people of the colony, and a revival of trade, and taking into consideration the new

arrivals we expect to get, we have estimated our revenue under this head at £10,000. In 1880, postages yielded £13,330; in 1890, £15,460; and, for 1891, we estimate to receive £15,400 from this source. We do not anticipate more than last year, on account of the reduction which has taken place in the rate of postage to England from 6d. to 2½d. This will necessarily reduce our revenue, but we hope that the number of letters will be increased, and that notwithstanding the reduced rate, there will be only a reduction of £60 on last year's revenue. The receipts from telegraphs were £10,060 in 1889; £10,327 in 1890; and for 1891 we estimate £11,500. Another item of importance, as showing the progress of pastoral settlement, is the increase of stock throughout the colony; and there has been a very large increase. Taking the period from 1879-89, I find that in 1879 we had 1,109,860 sheep, while at the end of 1889 we had 2,366,681, and this number has largely increased during the past year, but for which I have not been able to procure the figures. During the same ten years, the number of cattle has increased from 60,070 in 1879, to 119,571 in 1889. In 1878 we had 32,411 horses, and in 1889 the number had increased to 42,806. Therefore, whichever way you look at the industries of the colony, you see marked progress and increased prosperity. As to the revenue of the colony, I have made a few notes comparing the estimated with the actual receipts. In 1889 the estimated revenue was £438,643, while the actual revenue was £442,725. I must point out the reason of these figures being so large for 1889 is that £60,512 is shown on both sides from loan, so, that in order to obtain the actual receipts, you must take that sum off, although, as I have shown, it is included in the public returns. In 1890 the estimated revenue was £385,106, the actual revenue £414,314, so that there was about £30,000 received more than even the Government estimated. The estimated revenue for 1891 we put down at £439,165, or a sum of £24,851 more than was received during 1890. For 1889 the estimated expenditure was £402,255, and the actual expenditure £386,000. The estimated expenditure for 1890 was £394,677, while the actual expenditure was £401,737. We estimate the expenditure for 1891 at £435,303, and this of course is without the amount we hope this House will allow us to place on the Estimates to cover the interest on the loan. I have also, with the assistance of my colleague, the Commissioner of Crown Lands, ascertained how much is due by the settlers of the colony to the Government for land which they hold on the deferred payment system, special occupation leases, and conditional purchases. Although it has not been

possible within the short time at our disposal to get an absolutely accurate return, still the figures I shall give are, I think, about correct. It is estimated that £130,000 is due to the Government by these holders of land at the present time. Of course, with increased prosperity, this item will be largely added to. The reason why the Land Regulations of 1887 have not been as successful as was anticipated by myself and others, is not in any way due to those regulations themselves, because, after an experience of them of three or four years, I have scarcely any fault to find with them. The reason why they have not been very successful, so far, is that there have been few fresh people requiring land--there have been no people desirous of settling on the land. There have been very few persons who have come to the colony for the purpose of settling on the land, while to those who are already in the colony there are so many other occupations open to them. There are the Northern districts where boundary riders and foremen are wanted; there are the goldfields, the pearling industry, timber carting, and a number of other occupations which have really been more inviting to our young men than tilling the soil, for the reason that they pay better, and probably the work is not so hard. That is the reason, I think, why the young men of the colony, having so many outlets for their energy, have not gone in for the cultivation of the land, but have followed other occupations, which have held out greater inducements, owing to their being too few people to fill them. People, however, we may now hope, will soon come to us from other colonies, and will settle and live on the land. I think we may fairly expect, now that the colony has taken a turn in a prosperous direction, an influx of population and an increase of settlement. I believe that the Land Regulations which were framed by this House, and which are now the law of the land, are thoroughly well suited to the settlers. I believe they will stand the test of time, and that it will be many years before we desire materially to alter them. Then, again, as to this item of land revenue, there is a prospective aspect which is very encouraging from the Government point of view. We may calculate upon a large increase under the head of rents from those pastoral leases which will soon be in their second term. In the North-west and Kimberley Divisions that increase will be 50 per cent.; in the Eastern districts it is also 50 per cent., and the Gascoyne and Eucla Divisions 25 per cent. I do not think that our pastoral friends will grumble at these increased rentals. Their flocks and herds will have so increased in number that they will not begrudge the Government this additional revenue. There are also signs of

increase in the Lands Office as regards the sale of town lands. The total land revenue for 1889 was £87,160; for 1890, £107,637, but I should say that £27,000 of this was for land purchased at Hampton Plains, and did not form part of what I might call the ordinary transactions of the year. We estimate that for 1891 the land revenue will be £100,000. Coming to the Customs returns, the imports for 1889 were £818,127, and the exports £761,391. As compared with the ten years before, there has been an immense increase; for then the exports were £407,299, and the imports £449,883. I now come, sir, to a matter that I should like to speak a few words to hon. members about. It is this: The Government propose to enter into an agreement with the banking institutions of the colony with reference to the Government deposits they hold on current account. I may say I have not consulted these institutions yet, but I intend to do so at the earliest possible moment. In South Australia the Associated Banks pay the Government 2 per cent. on the monthly balance, but on no greater amount than £120,000 in one bank. In Melbourne they have still a better arrangement, the banks giving 3 per cent. on the daily balance. This Government generally has a considerable amount to its credit at the banks, and, if an arrangement such as I have referred to had existed here in the past, we should have had a considerable increment to our revenue, and I can see no reason why we should not have it in the future. Last year we should have had £1,000 for interest even on the small transactions of that period if such an arrangement had been in force, and in some years it would have been much more. While on this subject of the banks, I have great pleasure in informing honorable members that I have had an offer from one of the greatest banking institutions in London—I may say in the world—to do our London business for us, and to advance what money we require pending the floating of the loan. Sir, I have now gone through all the figures which I jotted down for the information of hon. members. They are probably tired of them by this time, but it is necessary that they should be placed before them. I am only sorry I have not been able to put them forward dressed in more flowery language, so as to make them more pleasant to hon. members. I hope, however, that I have succeeded in showing that our financial position is sound and satisfactory. I believe, and I hope hon. members believe, that, with a vigorous public works policy, we have nothing to fear as to the future of this great colony. What we have to do is to believe in our country—to be patriotic, and to look to the future with confidence. There is no doubt our population

will shortly very materially increase. That increase of population will bring increased prosperity. We have now obtained our place among the self-governing colonies of Australasia, and I hope that now we are in that position—admitted on equal terms into the family, if I may so call it, of Australia—it will be the signal for us to buckle on our armour and push forward. I am sure we have all only one object in view. When I look round this House and see old colonists and sons of old colonists around me, I cannot but feel that we are actuated by a feeling of patriotism. I do not believe that we are actuated by an desire for place or plunder. Our one object is that of pushing the old colony ahead—making her not a bye-word and a reproach, but a colony where a good, honest livelihood, or even a fortune, may be made. The eyes of Australia—the eyes of the whole world—are upon us. Let us show that we are patriotic; let us show that we believe in the colony, and that we are all actuated only by one desire—that of promoting the best interests of our common country, the land of our birth or the land of our adoption.”

CHAPTER XVII.

INTERCHANGE—IMPORTS AND EXPORTS.

THE trade of the colony is mainly transacted with the United Kingdom, the sister colonies of Australasia, particularly South Australia, the Straits Settlements, Mauritius and China, and the United States of America, with which an annually increasing business is being transacted. The colony's chief export is wool, and at a valuation of 9d. a pound this article was exported to the value of £261,352 in 1890, but a portion of the year's clip, valued at £99,609, was not shipped in time to be included in the year's exports. It may, therefore, be said that the true value of the year's shipment was £360,961, or a clip of

9,625,632 lbs., being an increase of 123,937 lbs. over that produced in 1889. Timber was exported to the value of £82,052. This trade is rapidly increasing, and will be considerably augmented by the opening of the Canning Jarrah Sawmills, about twenty miles from Guildford, to which a private line, branching from the Eastern Railway, has been constructed. Increasingly large orders are being received for jarrah from the South Australian Government, from the Cape, and from India, for railway and harbour works, and from the Metropolitan Board of Works for use in the laying down of wood pavements. The export of gold for 1890 was set down at a purely nominal figure, namely, £86,664, but there can be no doubt that this sum was very much within the mark, as a large number of diggers abstain from declaring the value of the gold in their possession when they are quitting the ports of the colony. At the time of writing (October, 1891), the registered returns from the Yilgarn goldfield alone amount to close on £70,000 a year, and as a large number of mines are having machinery placed upon them, this return will be, in the course of a few months, at least, doubled. Then the recently discovered Murchison goldfield is proving richer still, and two men were credibly reported to have dollied from their claim on a quartz reef in this locality, four cwt. in a few months, whilst others, by the same means, were getting the precious metal to the value of from £50 to £100 per week. It may, therefore, safely be stated that the export of gold for 1891 will be at least double that of the previous year. The export of pearls and pearl shells is valued at £126,292, but the value of the pearls found is separately estimated at £40,000. This, as in the case of the gold, is purely conjectural, as the pearlers are as reticent as the gold seekers in regard to their finds, and it reasonably believed that Malays and other coloured divers do a pretty considerable nefarious business in the gems. Guano was raised in 1890 from islands off the coast, to the declared value of £9,782, and this important industry is being prosecuted with considerable vigour. Horses to the value of £5,052 were sent away during the same year. The principal markets for these animals are India, Singapore, Batavia, and Mauritius. In the first-mentioned country they are chiefly purchased as remounts for the military service, but of late years no systematic attempt has been made to breed suitable animals, and in this line there is a considerable opening. The only other minerals besides gold at present exported from the colony are copper, lead, and tin. At one time the first two ores, which are practically found in inexhaustible quantities in the Murchison district, were exported very largely. But the heavy drop in the value of

both has caused a corresponding decrease in the amounts of lead and copper raised, though there are signs of a revival of lead and copper mining. In 1890 only £2,135 worth of lead, and £136 worth of copper were sent away from the colony. Tin, on the other hand, is becoming an important item on the export list, and in 1890 it was sent away to the value of £5,405. There are very great hopes in regard to this portion of the mining industry of the colony. Sandalwood, which is found in large quantities, is an export which fluctuates in value according to the state of religious or superstitious belief of the Chinese, by whom it is used for incense. In 1890 it was exported to the value of £51,355. The other exports of the colony are inconsiderable, and will be found in the list appended.

The import list displays a number of items scarcely creditable at first sight to the colony, including many necessaries of life which can be easily and economically grown or produced in the colony. These include agricultural implements, bacon, ham, beer, biscuits, boots and shoes, butter, candles, carts and carriages, cereals, cheese, confectionery, preserved fish, flour, bottled, tinned, dried and fresh fruit, furniture, glass, hay, harness and saddlery, jams, leather and skins, malt, potatoes, soap, and wine. On the subject of the imports we cannot do better than reproduce the following notes by the Registrar General with reference to various items of the list of imports, although many of the points particularly referred to here receive mention in other chapters.

Appended are particulars of the imports to Western Australia from British ports for the year 1891:—Agricultural implements, £2,650; agricultural machinery, £4,410; bedsteads, £2,470; brushware, £1,420; gunpowder, 831 cwt.; safety fuse, £270; shot, 20 tons; hardware, £23,300; bar iron, 687 tons; hoop iron, 48 tons; sheet iron, 29 tons; plate iron, 18 tons; pig iron, 121 tons; galvanised iron, 1,783 tons; sheet lead, 25 tons; pig lead, 6 tons; copper, 16 tons; tin plates, 1,041 boxes; nails, 106 tons; wire and wire rope, 1,677 tons; wire netting, 104 tons; zinc, 11 tons; linseed oil, 6,940 gallons; colza oil, 240 gallons; olive oil, 70 gallons; mineral oil, 1,000 gallons; paints, £2,760; white lead, 17 tons; tar, 113 drums; cordage, £1,950; cement, 7,210 barrels; salt (white), 166 tons; coke, 44 tons; total ships' tonnage, 20,221 tons; total exports of all classes of goods, £565,800.

The apparent decrease in the importation of agricultural machinery for 1890 may possibly be found to lie in the importation, during

the preceding year, of two steam ploughs valued at £2,335, which forms a rather large item. Many implements of the simpler kind are now also manufactured in the colony.

The decrease in ammunition and explosives is due mainly to the demand for explosives (used chiefly for mining purposes) not being as great as in the preceding year, owing principally to many reefing claims on the different goldfields having to be temporarily abandoned from want of sufficient capital to continue the working of them. This, however, will not long continue, as capital is now becoming more plentiful, and work is being once more renewed. The falling off is as follows:—Detonators, £137; dynamite, £898; fuse, £194; and blasting powder, £389.

The Midland Railway Company, during the year, cleared horses to the value of £2,500. These horses were for draught purposes, and were admitted duty free on the understanding that they were for use in connection with the construction of the Company's railway. The strain of blood and cart horses has, during the past few years, been considerably improved; consequently possibly the demand for imported animals for breeding purposes during the year under review has proportionately decreased.

Apparel.—£14,660 means an expenditure of about 6s. 4d. per head of total population.

More than half of these hams, etc., are imported from Great Britain. The art of curing has not yet been thoroughly learnt in the colony, but experience is being gradually acquired. At present Australian cured hams and bacon are considered to be not so good in quality as those cured in England, but those cured at Northam, in the Eastern District, are rising rapidly in public estimation.

There are six breweries at present in the colony. The beer, however, produced—of which the quality is greatly improving—is hardly, even though far cheaper, yet able to hold its own with that imported. Brewery plant to the value of £1,221 was imported during 1890, which will probably ensure further improvement. At present beer is imported at the rate of rather over 5½ gallons per head of population.

The importation of boots and shoes seems very large considering the population of the colony, amounting, roughly, as it does, to

10s. a head. Very fair boots and shoes are also locally manufactured, but, owing to the inferiority of material and the scarcity of really good skilled labour, they hardly, as yet, are able to compete with that imported.

Butter is still also imported in comparatively very large quantities, and cheese to a similar extent. There should be a good opening for the establishment of dairies in or near Perth and Fremantle. Owing possibly, however, to the late diversion to a considerable extent of local capital towards mining speculations, many legitimate enterprises have been overlooked for those of, apparently, a more remunerative and attractive character.

Excellent candles and soap are now locally manufactured.

Cereals, £14,249,—*i.e.*, barley, £499; maize and gram, £634; oats, £12,517; wheat, £609. There should, one would think, really be no need for the importation of cereals, excepting, perhaps, gram, which cannot, as yet, be locally produced, and seed for improvements in the different varieties used, as there is plenty of excellent agricultural country within easy reach of the centres of population and a constant and abundant rainfall, whilst a demand for suitable labour should at once create a supply. The extension of the railway system from Perth to Busselton (Vasse), shortly to be commenced, will probably cause a considerable increase in the local supply, tapping, as it will, a large extent of country well suited for agricultural purposes, and removing the difficulty hitherto complained of—namely, the want of means of cheap transport for the produce to a ready market. Hitherto those with only a small capital to start with, having laboured under great pioneering difficulties, have found it, as a rule, more immediately profitable to devote their energies to either sandalwood cutting or to pastoral rather than agricultural pursuits. The reduction in the importation of flour has been effected by the establishment of several roller flour mills in the colony—namely, at Perth, Northam, Katanning, Bunbury, and Greenough. The flour now locally produced is generally considered to be equal to that imported. This item should, therefore, rapidly disappear.

Coal.—The greater portion of this import is used by the coastal steamers and railway locomotives. The recent shipping strike in the Eastern colonies caused a reduction in the import, as compared with that of the preceding year. Discoveries recently made proved the existence of coal seams, of excellent steam-producing quality, in the

colony, in close proximity to the Midland Railway, now in course of construction, and also at the Collie River near Bunbury, and will, it may be hoped, shortly remove this item from the import to the export return. For domestic purposes coal is, at present, hardly ever used in the colony, the banksia wood proving an excellent and comparatively inexpensive substitute.

Fish preserving on a limited scale is carried on in the colony, those chiefly used being the sea mullet and the schnapper, and there is a considerable opening in this direction, especially if the manufactory combines the canning, preserving, and drying of fruit, which can be obtained in great abundance.

As the country is gradually opened up by railways, the importation of green fruit must necessarily decrease. Almost the whole of the South-western districts are suited to the culture of oranges, lemons, peaches, apricots, apples, pears, etc., etc., and in no colony in Australia can grapes of a better quality be produced than those grown in Western Australia.

Excellent saddlery is now locally manufactured.

The importation of gas and water pipes to an amount of £24,090, probably mostly to be used in the construction of the Perth Water Supply, now almost completed, will possibly account for the large increase under this head.

Potatoes.—This item should shortly disappear.

The value of railway plant imported for the Midland Railway amounted to £24,372; that for the Government Railways to £5,510; and all other railways to £3,188.

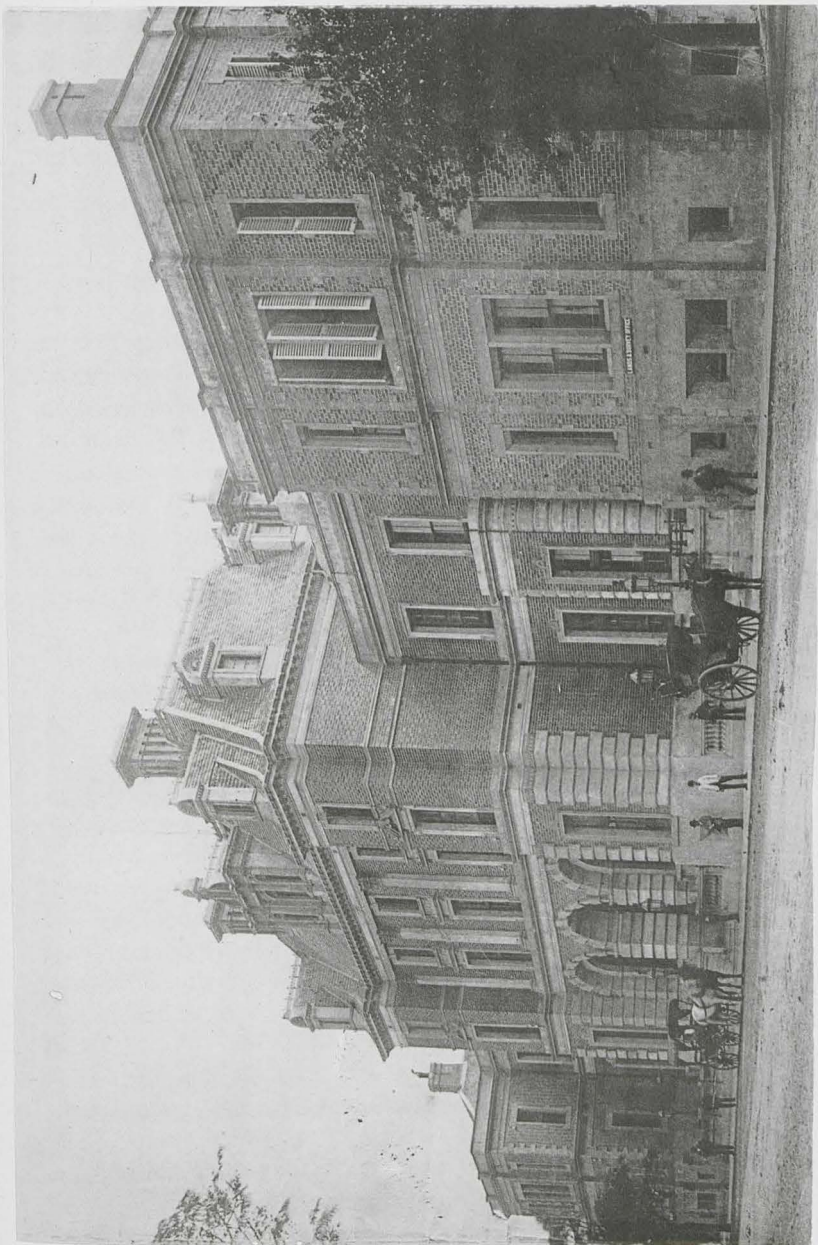
Wine of excellent quality is, to a small extent (194,370 gallons), made in the colony, the soil and climate of which, in certain districts, are admirably adapted for its production, and it should ultimately, when further experience has been gained, become a large article of export. At present all produced is consumed in the colony. Taking the amount of wine imported, added to that made in the colony, and deducting the amount exported, the whole averaged about $4\frac{1}{2}$ gallons per head of the population. These figures, however, do not represent the amount consumed, as only 11,228 gallons of the 16,850 gallons imported were taken out of bond, and it is impossible to say how much colonial wine was used.

CHAPTER XVIII.

POSTAL, TELEGRAPHS AND TELEPHONES,
SAVINGS BANKS.

CONSIDERING its vast area, and the sometimes difficult country to be traversed, no colony of Australia is so well served as Western Australia in regard to postal and telegraphic arrangements. Local postal communication is established between 186 post offices in the colony, and some of the services extend as much as 300 miles inland, the mails being conveyed by means of pack-horses. English and colonial mails arrive at Albany, and are despatched therefrom weekly, the mail steamers being the Peninsular and Oriental and the Orient Steamship Companies'. Special occasional colonial mails are in addition received and despatched by the vessels of the Adelaide Steamship Company, and the steamers of the Messageries Maritimes Company bring fortnightly foreign mails to the colony. King George's Sound is now the first and last port of call for all the ocean-going mail steamers, and Mr. Yuill, the manager for Australia of the Orient Steamship Company, has visited Fremantle, and recommends it as a port of call for his Company's vessels, under certain improved conditions, and the day is now probably not far distant when all the large English mail steamers will call at Fremantle and land their mails, to be despatched to Adelaide by train. Proposals have already been made to this Government and to the South Australian Government to connect the two colonies by means of a transcontinental railway. When this work is accomplished, and South Australia has extended her railways to the same point on the border, Perth will be connected by railway with all the capitals of the other Australian colonies.

Western Australia is a party to the mail contract with the Peninsular and Oriental and Orient Steamship Companies, to which contract she contributes proportionally with the other colonies on the basis of population. The outward mails are due at King George's Sound on Sunday, and the letters reach Perth by rail next day. The mail dates are frequently changed owing to the early arrival of certain steamers, but the



NEW POST OFFICE AND PUBLIC OFFICES.

time of their probable arrival is cabled from Colombo. The mails between Albany and Perth are conveyed by the Great Southern Railway, which is subsidised for this work by the Government for 242 miles, and then by the Government Railway for 98 miles to Perth, and as they are sorted in the travelling post office on the railway, there is a speedy delivery of letters and papers in Perth.

The distance travelled over postal routes within the colony is very long, 897,007 miles, and the service cost £9,176, exclusive of the coastal steam service of 254,116 miles, costing £8,000 per annum.

There is a penny postal service for persons residing within the limits of delivery of any post office; outside this limit it is 2d., with the usual proportionate increase in cost for weight. Intercolonial letters are stamped as follows— $\frac{1}{2}$ ounce, 2d.; 1 ounce, 4d.; registration fee, 4d. United Kingdom— $\frac{1}{2}$ ounce, 2 $\frac{1}{2}$ d.; 1 ounce, 5d.; then 2 $\frac{1}{2}$ d. per $\frac{1}{2}$ ounce or fraction thereof; registration fee, 4d. $\frac{1}{2}$ d. postcards are delivered within town where posted, 1d. elsewhere in the colony and eastern colonies (Queensland excepted); 2d. for United Kingdom *via* Brindisi or Naples.

Western Australian papers posted within seven days of publication are transmitted free within the colony; posted afterwards, 1d.; to eastern colonies, $\frac{1}{2}$ d.; to United Kingdom, 1d.

Packets and Parcels.—Inland—2 ounces, 1d.; 4 ounces, 2d.; then 2d. every 4 ounces or fraction thereof. United Kingdom—1 ounce, 1d.; 1 ounce to 2 ounces, 2d.; 2 ounces to 4 ounces, 4d.; 4 ounces to 8 ounces, 8d.; 8 ounces to 12 ounces, 1s.; 12 ounces to 16 ounces, 1s. 4d. There is no parcel post exchange established between this colony and New South Wales or Queensland. To Victoria, South Australia and Tasmania, for parcels of 2 lbs. or under, 1s. 2d.; for each additional lb., 7d. To New Zealand and United Kingdom—2 lbs. or under, 1s. 6d.; for each additional lb., 9d. Parcels must be limited in weight to 11 lbs., and in size must not exceed 3 feet 6 inches in length, or 6 feet in girth and length combined.

Postage stamps cannot be used for the purposes of the *Stamp Act* 1882, such as for stamping receipts, etc., or indeed for anything unconnected with postal business. The postage stamp revenue for 1890 was £12,364, an increase of £1,276 over the preceding year.

There were thirty money-order offices in Western Australia in 1891. For any sum forwarded inland not exceeding £2, the charge is 3d.; not exceeding £5, 6d.; not exceeding £7, 9d.; and not exceeding £10, 1s. The rates for intercolonial money orders are—Any sum not exceeding £5, 1s.; not exceeding £10, 2s. For money orders to the United Kingdom, India, Singapore, Hong Kong, and Mauritius—not exceeding £2, 1s.; not exceeding £5, 2s.; not exceeding £7, 3s.; not exceeding £10, 4s.

Postal notes have been in use in the colony since June, 1887. They are only negotiable within its boundaries when they are payable to bearer, or, if crossed, to the lawful endorser, at nearly all the principal post offices, if presented within the lawful hours. A postal note for 1s. or 1s. 6d. costs ½d.; for 2s. 6d., 1d.; for 5s., 2d.; for 7s. 6d., 3d.; and for 10s., 3d.

Telegraph communication existed in Western Australia in 1891 between forty-two stations, within its boundaries. At the end of 1890 there were 2,921 miles of telegraph poles open, and 3,469¼ miles of wire, 516½ miles of telegraph line from Derby to Wyndham being under construction. There is communication with South Australia *via* Eucla, and by this means with all the Australian colonies, Eastern Archipelago, Asia, Europe and America. The Eastern Extension Telegraph Company have laid a submarine cable from Banjoewangie to the north-west coast, connecting with the West Australian lines at Roebuck Bay.

TELEGRAPH RATES.

No charge for signature and address.

<i>Western Australia :</i>						s.	d.
Ten words	{	Between Perth and Fremantle	...	...	...	0	6
		Country offices	...	...	...	1	0
Extra words	...	...	...	...	each	0	1

PRESS RATES.

Ten words	...	...	...	...	...	0	6
Thence ½d. per word to 1s. 6d., or 100 words.							
Each additional 50 words or under	0	6

New South Wales and Victoria :

Ten words, 3s. ; extra words	each	0	3
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Queensland and Tasmania :

Ten words, 4s. ; extra words	each	0	4
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South Australia—Port Darwin line excepted: s. d.

Ten words	2	0
16 to 100 words	3	0
Every additional 50 words	...	...	...	...	...	1	6

Press telegrams—Intercolonial, half rates.

Cables, about quarter rates.

Address and signature charged for.

New Zealand:

Ten words, 12s ; extra words	each	1	2
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Europe:

Each word	9	4
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Since 1st May, 1891, cable rates to Europe have been reduced to 4s. per word.

Telegraph Hours—Week days, 9 a.m. to 7 p.m.; Sundays and holidays, 8 to 9 a.m., and 6 to 7 p.m.

ELECTRIC TELEGRAPHS, 1884 TO 1890.

Year.	No. of Stations.	No. of miles of Poles.	No. of miles Wire.	No. of Messages paid and unpaid.			Receipts.
				Between Stations.	Foreign and Intercolonial.	Total.	
1884	31	1,885	1,897	77,365	18,819	96,184	£ 3,762
1885	35	2,270	2,288½	116,977	24,586	131,563	5,534
1886	38	2,385	2,658	129,968	35,645	165,613	7,428
1887	38	2,548	2,821	138,749	35,367	174,116	8,439
1888	42	2,921	3,234	141,723	39,012	180,735	8,353
1889	42	2,921	3,330	155,570	42,017	197,587	10,165
1890	42	2,921	3,545¾	155,437	41,099	196,536	10,890

The Telephone Exchange system was opened in Perth on 1st December, 1887, and at Fremantle, 1st January, 1888, under the superintendance of Mr. W. J. Hancock.

The subscription rates per annum from Perth or Fremantle centres are:—For any radial distance not exceeding half a mile, £10 to business and £6 to private subscribers. For every additional quarter mile or fraction, 25s.

Subscribers on the Exchange at Perth can communicate with subscribers on the Fremantle Exchange without extra charge.

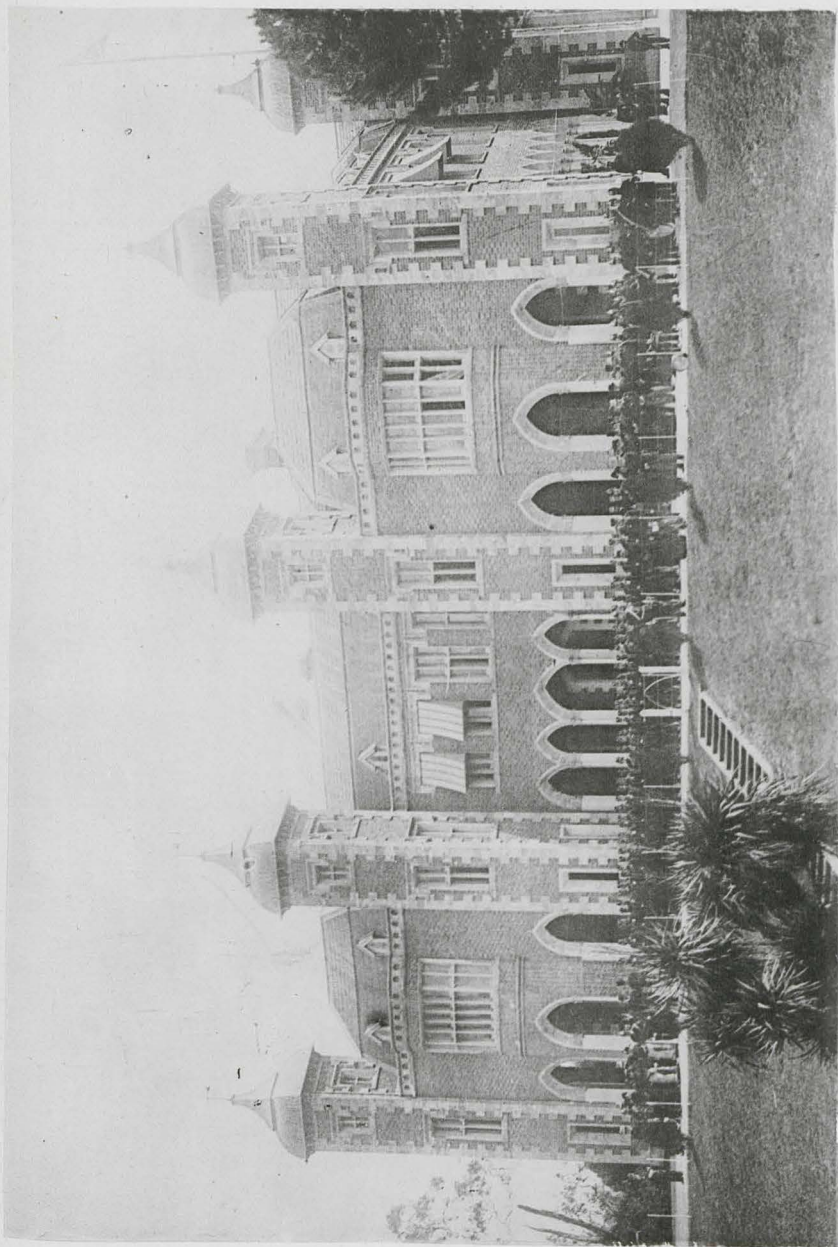
The Telephone Exchanges are open between the following hours:—
Every day (Sundays and holidays included), from 8 a.m. to 11 p.m.

The Post Office Savings Bank is established under the Ordinance 27 Vic. No. 5. There is a head office at Perth, and branch offices at various district post offices. All the accounts are kept at the head office, the other banks are merely branches for the transmission of money.

Appended is a table showing the position of the Savings Banks for 1890:—

	No.	£	s.	d.
Number of Savings Banks	20			
Number of Deposits	6,182			
Amount of Deposits during the year ... ..	..	21,552	18	0
Average Amount of each Deposit ... ..	..	3	9	8½
Number of Withdrawals	2,136			
Total Amount of Withdrawals ... ..	..	20,199	0	2
Average Amount of each Withdrawal ... ..	..	9	9	1
Number of Accounts opened	977			
" " closed	1,043			
" " remaining open	3,014			
Interest to Depositors ... ..	..	1,115	7	5
Balance on 31st December, 1890 ... ..	..	31,485	19	2

The rate of interest allowed to depositors is 3¾ per cent.; the interest due to depositors for the year 1890 was £1,115. The balance due to depositors was £34,615 10s., out of which £19,600 was invested by the Government in mortgages.



THE GOVERNMENT HOUSE.—PARADE OF ENROLLED GUARD.

CHAPTER XIX.

MILITARY DEFENCES.

THE following is partly based on particulars supplied by the Acting Commandant, Major Phillips :—

The expenditure on military defences during the year ending 31st December, 1891, amounted to £4,012 18s. 8d. The nominal strength of the volunteer force is 612 of all ranks. The actual strength on the 31st December, 1890, was 688. The force consists of eight corps, of which two are field artillery and the remainder infantry. Two of the infantry corps have detachments of mounted infantry attached to them.

A capitation grant of £1 10s. per annum is made to each efficient volunteer up to 610. Twelve parades in the year and the expenditure of forty rounds at target practice constitutes "efficiency." A small allowance is also granted for the maintenance of bands, and £110 is given annually for prizes for rifle shooting.

The volunteers are commanded by a Commandant, Major Phillips, who is assisted by a staff officer, who acts as Drill Inspector and Adjutant. The appointment of an Imperial officer to the charge of the local forces is contemplated, and a salary of £500 per annum was voted for this post by Parliament during the 1891-2 session.

The *Volunteer Force Regulation Act* of 1883 provides for placing the local forces of the colony under the military law of Great Britain, with certain reservations, in time of war.

In November, 1890, the military commandants of Victoria, New South Wales, Queensland, South Australia, Tasmania, and Western

Australia, assisted by Captain Moore, R.N., representing the Imperial Government, met at Albany, for the purpose of inspecting and reporting on the proposed defence of King George's Sound and Princess Royal Harbour. In their report the committee recommended:—

- 1st. The acceptance of the offer of the Imperial Government to provide three 6-inch guns and carriages, for the defence of Albany; the guns to be placed *en barbette*.
- 2nd. The substitution of quick-firing machine guns, in lieu of the 9-pr. R.M.L. guns, also offered by the Imperial Government.
- 3rd. The simplest form of submarine mining as a defence across the narrow entrance to Princess Royal Harbour.

The recommendations of the committee having received the approval of the Governments of the respective colonies, the works at Albany were proceeded with during 1891, under the direction of Mr. Blackbourne, of the Victorian Public Works Department. Major Hannay, R.E., also inspected Fremantle during September, 1891, and reported on the subject of defences for that port. When the requisite enactment has been passed by the local Parliament, the defences of Albany will be garrisoned by local troops.

VOLUNTEER DEPARTMENT—EXPENDITURE, 1890.

The cost of maintenance during the past year has been £4,012 18s. 8d., viz.:—

Defence purposes	...	...	...	£1,294	5	0
Volunteer purposes	...	...	...	2,718	13	8
Total	...	...	...	<u>£4,012</u>	<u>18</u>	<u>8</u>

The military system of the colony was reported on in September, 1889, by Major-General J. Bevan Edwards, C.B., R.E., who considered the material good, but the training insufficient. General Edwards recommended the substitution of the "partially paid" system for volunteering, and suggested a scheme of re-organisation.

RETURN OF ARMED LAND FORCES FOR 1890.

Whether Militia, Volunteers, Military Police, etc.	Designation of the several Corps, grouped by Arms of the Service.	No. of Troops, Batteries, Companies, etc., in each Corps.	Establishment of each Corps.			Actual Strength.			Increase or Decrease of each Corps since last Return.			Distribution of each Corps, specifying Head Quarters.			Arms of each Corps.									
			Officers.	N.C.O. and Men.	Horses.	Field Guns.	Officers.	N.C.O. and Men.	Horses.	Remarks.	Place.	Officers.	N.C.O. and Men.	Horses.		Field Guns.								
	ARTILLERY:																							
	Perth Artillery ...	1 divis. of a Battery	2	40	18	2	2	3	37	*	2	1	2	...	increase	Perth ...	3	37	*	2	2	12-Pr. Armstrong R. B. L. Field Guns, with limbers. No waggons.		
	Fremantle do. ...	Do.	2	36	18	2	2	2	43	*	2	1	17	...	increase	Fremantle ...	2	43	*	2	2	9-Pr. R. M. L. Field Guns, with limbers. No waggons.		
	INFANTRY:																							
	Metropolitan Rifles	2 Companies	7	143	...	...	5	102	...	...	2	...	...	...	decrease	Perth ...	5	102	...	...	...	...	Martini-Henry Rifle.
	Fremantle do. ...	2 do.	7	113	...	...	4	122	...	...	2	...	...	...	decrease	Fremantle ..	4	122	...	...	...	...	do.
	Guildford do. ...	1 do.	3	77	...	...	4	116	...	...	...	1	...	...	increase	Guildford ...	4	116	...	...	...	...	do.
	Geraldton do. ...	1 do.	3	57	...	...	3	56	...	...	1	2	...	...	increase	Geraldton ..	3	56	...	...	...	...	do.
	Northampton do. ...	1 do.	2	38	...	...	3	38	...	...	1	2	...	...	increase	Northampton	3	38	...	...	...	...	do.
	Plantagenet do. ...	1 do.	3	77	...	...	+	2	61	...	...	+	2	61	...	increase	Albany ...	2	61	...	...	...	do.
	Total ...	...	29	581	36	4	26	575	*	4	6	85	...	...	increase	Head Quarters, Perth.	26	574	...	...	...	...	4
															decrease									

* Horses are hired when required.

† Formed during the year.

CHAPTER XX.

GOVERNMENT, POLITICAL AND MUNICIPAL.
INSTITUTIONS.

BY an Imperial Act passed in 1890, the colony became self-governing, and is given the management and control of its waste lands, including all royalties, mines and minerals. Power to divide the colony at any time into one or more portions, under separate Governments, is reserved to the Crown. The control of the aboriginals is also vested in a Board, independent of the Colonial Government, and endowed by the *Constitution Act* with a sum of £5,000 a year, to be expended in the care and protection of the natives. The new Constitution provides for the creation of a Legislative Council and a Legislative Assembly. Every member must possess freehold property in the colony of the value of £500 sterling, or of the yearly value of £50, and must have had possession of that property for a period of one year ere he is eligible for election. An elector to the Legislative Assembly must possess, at least one year before being registered, either (1) a freehold of £100 value, or (2) a leasehold of the value of £10 a year, or (3) a mining or occupation license from the Crown of the value of £10 a year, (4) must occupy, as a leaseholder or lodger, a house or room of the value of £10 a year. During the six years after the proclamation of the Constitution (22nd October, 1890), the Legislative Council is appointed by the Governor-in-Council; after that time it becomes elective on a franchise longer than that for the Assembly.

The new Constitution was inaugurated by Sir W. C. F. Robinson, G.C.M.G., on 21st October, 1890, His Excellency, who had been Governor of the colony on two previous occasions, being especially deputed with the responsible and onerous task of starting the colony off on its new career. This he did with great *éclat* and to the satisfaction of all, the tact and ability displayed by him in the circumstances meeting with the pronounced approval of the press and public and eliciting the special thanks of his Ministers, when in October, 1891, he left the colony



GEORGE SHENTON



W. E. MARMION



THE FIRST MINISTRY WESTERN AUSTRALIA 1890



JOHN FORREST



H. W. VENN

*John Forrest
W. E. Marmion
H. W. Venn
S. Burt*



S. BURT

on a visit to England. In connection with this part of our subject, it might also be mentioned that His Excellency materially aided the passage of the Enabling Bill through the House of Commons in conjunction with the delegates from the colony, Sir T. Cockburn-Campbell, Bart., and Mr. S. H. Parker, Q.C.; and Sir William Robinson received the special thanks of the Secretary of State for this service. The first general election under responsible Government was held in December, 1890, and this being concluded, His Excellency summoned the Hon. (now Sir) John Forrest, member for Bunbury, to form the first Ministry. Sir John accepted the summons, and chose as his colleagues the Hon. G. Shenton, M.L.C., Colonial Secretary; the Hon. H. W. Venn, M.L.A., Commissioner of Railways; the Hon. Sept. Burt, Q.C., M.L.A., Attorney-General; and the Hon. W. E. Marmion, M.L.A., Commissioner of Crown Lands; himself taking the office of Treasurer. Parliament met in January, 1890, and the proceedings were marked by vigour and despatch, coupled with prosperity, the bold public works policy of the first Ministry meeting with general approval. It might be mentioned that on the Queen's Birthday, 1891, Her Majesty was pleased to recognise the public services of the first Premier of Western Australia by creating him a K.C.M.G.

The system of Municipal Government exists in most of the chief towns of the colony. Municipal Councils are elected by ballot, the voter's qualification being that of a resident and ratepayer at the time of registration. The Councils are allowed to levy general rates not exceeding 1s. 6d. in the £ in any one year upon the rateable value of all houses, buildings, land, etc., within their municipalities; also to borrow money by sale of debentures for construction of permanent works and undertakings; and to levy special annual rates not exceeding 1s. 6d. in the £ upon the rateable value of property, to enable them to pay the interest on the money borrowed, and such percentage of the principal sum as may be named in the debentures issued to raise such money. The Municipal Councils have the sole control and management of slaughter houses and markets, and the licensing of carriages and dogs, the straying of stock, and the grazing of cattle kept within the limits of the municipalities, and all license fees, tolls, and dues, and all rents for stalls, cattle pens, etc., are appropriated by the Council of the Municipality within which such are levied. The local Road Boards and Municipal Councils have power to issue licenses to carts and carriages within their respective districts and municipalities, and to appropriate the fees arising therefrom.

There is a Central Board of Health and District Boards of Health in some of the leading towns, and a special rate is leviable for the purposes of these boards. District Road Boards look after the interests of the country districts, and expend annual grants of money made by the Government for the upkeep and maintenance of roads and bridges. The provisions of the *Education Act* are carried out by a Central Board of Education at Perth, each town having its District Board, the members of which are elected by the residents of the locality.

The administration of justice is very similar to that in England. The Supreme Court is presided over by a Chief Justice, assisted by two Puisne Judges, who sit alternately and together as a Full Court, and also go on circuit. There are Police Magistrates in Perth and Fremantle, and Government Residents and Resident Magistrates in the country districts, who are also chairmen of quarter sessions. The Attorney-General fills bills of indictment in the place of a grand jury.

There is an appeal from the decisions of either judge to the Full Court, and the Supreme Court is a court of appeal from all inferior courts. There is also an appeal to the Privy Council in cases involving property of a value of not less than £500.

The sheriff has jurisdiction over all the colony, and is permanently appointed by the Governor-in-Council.

Courts of quarter sessions are held in the districts of Albany, Bunbury, Geraldton, Roebourne, Derby, and Wyndham, the Government Resident being chairman.

Police courts are held in all the districts. They sit daily, if necessary, and deal with all offences against persons and property. Small debt courts are held monthly, except in Perth, where the court sits twice in the month. They determine claims when the amount does not exceed £100.

Inquests are held by the Coroner, or a magistrate acting in that capacity, in cases of sudden and suspicious death or fires.

The wardens of the goldfields hear and adjudge cases arising out of the Mining Regulations.

Courts of Marine Inquiry are held at the seaports of the colony, the Collector of Customs, or his representative, presiding, assisted by a nautical assessor.

Besides the large penal establishment at Fremantle and native prison on Rottnest Island, there are nine common gaols situated in the country districts, where prisoners are kept awaiting trial or undergoing short sentences.

The *Torrens Act*, for the registration of transfers of land, is in force in the colony.

CHAPTER XXI.

GOVERNORS. THE NEW CONSTITUTION. PARLIAMENT.

SUBJOINED is a list of the Governors of Western Australia, with the dates of assumption of and retirement from office:—

GOVERNORS OF WESTERN AUSTRALIA.

Captain James Stirling, Lieut.-Governor	June, 1, 1829	...	Sept., 1832
Captain Irwin, Lieut.-Governor	...	...	Sept., 1833
Captain Daniel, Acting Lieut.-Governor	Sept., 1833	...	May, 1834
Captain Bete, Acting Lieut.-Governor	...	May 11, 1834	...
Sir James Stirling, Governor	...	Aug., 1834	...
John Hutt, Esq., Governor	...	Jan., 1839	...
Lieut.-Colonel Clarke, Governor	...	Feb., 1846	...
Lieut.-Colonel Irwin, Governor	...	Feb., 1847	...
Captain Charles Fitzgerald, Governor	...	Aug., 1848	...
Arthur E. Kennedy, Esq., Governor	...	June, 1855	...
Lieut.-Colonel Jno. Bruce, Acting Governor...	...	Feb. 17, 1862	...
			Feb. 27, 1862

GOVERNORS OF WESTERN AUSTRALIA—*Continued.*

John S. Hampton, Esq., Governor	... Feb., 1862	... Nov. 1868
Lieut.-Colonel Jno. Bruce, Acting Governor...	... Nov., 1868	... Sept., 1869
Frederick A. Weld, Esq., Governor	... Sept., 1869	... Dec., 1874
Wm. C. F. Robinson, Esq., C.M.G., Governor...	... Jan., 1875	... Aug., 1877
Lieut.-Colonel Harvest, Acting Governor	Aug., 1877	... Nov., 1877
Major-General Sir Harry St. George Ord, R.E., K.C.M.G., C.B., Governor	... Nov., 1877	... April, 1880
Sir William C. F. Robinson, K.C.M.G., Governor...	... April, 1880	... Feb., 1883
Henry T. Wrenfordsley, Esq., Administrator	... Feb., 1883	... June, 1883
Sir F. Napier Broome, K.C.M.G., Governor...	... June, 1883	... Oct., 1890
Alexander C. Onslow, Esq., Administrator	Nov., 1884	... June, 1885
Sir Malcolm Fraser, K.C.M.G., Administrator	... Dec., 1889	... Oct., 1890
Sir William C. F. Robinson, G.C.M.G.	Oct., 1890	... Still in office
Alex. C. Onslow, Esq., Administrator	... Sept., 1891	... Still in office

Up to the time of the arrival of Sir William C. F. Robinson, in October, 1890, Western Australia was the only one of the Australian group still a Crown colony—that is to say, a British dependency where the officials of the Government, as well as the Governor, are appointed by the Home Government.

The Constitution of Western Australia was then settled by the Local Act of 1870, and subsequent amending Acts.

The new Constitution was inaugurated on 21st October, 1890, by His Excellency, Sir W. C. F. Robinson, G.C.M.G., amid great public rejoicings; and a brief reference to the circumstances prefacing this important event will not be considered out of place. For some years prior to the granting of the boon, resolutions had been introduced in the Legislative Council favourable to political change, without any fruitful results. Prior to the inauguration of responsible Government there was representative Government, combined with Downing Street control, through the Governor, aided by an Executive Council; the members of the Executive sat and voted in the single parliamentary chamber, and were irremovable in the ordinary political fashion. This form of Government, although it served its purpose for a time, could not give permanent satisfaction, and by an all but unanimous vote of the Legislative Council (the official members remaining neutral) a resolution was agreed to, in July 1887, in favour of an alteration

in the Constitution, giving self-government to the colony, and the then Governor was requested to take the necessary steps to carry out the wishes of the Legislative Council. Acting in accordance with his instructions from Downing Street, the Governor dissolved the Council in December, 1888, and a general election followed in January, 1889, in order to give the constituencies an opportunity of declaring themselves on the subject of the proposed political change. They were absolutely unanimous on the subject, and the question of a separation of the colony's territories having been made by Downing Street a *sine quâ non* of responsible Government, the country, including even the northern districts, declared for the change, together with a colony one and undivided. The following constituted the new Legislative Council :—*Nominees* :—Hon. Sir J. G. Lee-Steere, Speaker; Hon. Sir M. Fraser, Colonial Secretary; Hon. C. N. Warton, Attorney-General; Hon. J. Forrest, Commissioner of Crown Lands; Hon. J. A. Wright, Director of Public Works; Sir T. Campbell, Bart., Chairman of Committees; Messrs. J. Morrison, G. Randell, and D. K. Congdon. *Elected* :—Perth—Messrs. E. Scott and E. Keane; Fremantle—Messrs. W. S. Pearse and W. E. Marmion; Swan—Mr. C. S. Rason; North District—Messrs. Sept. Burt, Q.C., and A. R. Richardson; Kimberley—Mr. A. Forrest; Geraldton—Mr. McKenzie Grant; Plantagenet—Mr. L. V. de Hamel; York—Mr. C. Harper; Greenough—Mr. W. T. Loton; Sussex—Mr. S. H. Parker; Murray and Williams—Mr. W. Paterson; Toodyay—Mr. G. Shenton; Gascoyne—Mr. R. F. Sholl; Wellington—Mr. H. W. Venn. On March 13th, Sir Malcolm Fraser moved, amid applause, the first reading of the Constitution Bill. Whilst the Bill was in course of debate and amendment in the House, the Governor frequently referred disputed clauses, by means of the cable, to the Secretary of State, especially those clauses bearing on members' and electors' qualifications, the division of the colony at the Tropic of Capricorn, the Civil and Pension Lists, and the vesting of the Crown lands in the local Legislature. The Bill was ultimately passed, as amended, by the Legislature, but inasmuch as a feeling of pronounced hostility was being manifested by the British press and politicians to granting the colony self-government and the control of her lands, it was decided to appeal to the Governments of the sister provinces for their support and assistance. As a result, Ministers advised the Agents-General to interview the Secretary of State, and to strenuously support the Constitution Bill. This was done, but in July, 1889, when the Council next met, they were told by means of a telegram from the Secretary of State that, in view of the opposition the

Constitution Bill was meeting with in the House of Commons, and the late period of the session, it would be impossible to pass the Bill before the prorogation. This led to an emphatic resolution from the Council by way of protest, and a second appeal to the colonies, which met with a very gratifying response. It was also decided to send a delegation to England from the local Legislature, and Sir T. Cockburn Campbell, Bart., and Mr. S. H. Parker, Q.C., were the delegates selected by ballot to press the measure "at home." Our Constitution Bill was among the "slaughtered innocents" of the 1889 session of the Imperial Parliament. The delegates left for England with Governor Broome—whose term of office had expired, in December, 1889—a sum of money having been voted for their expenses. Sir W. C. F. Robinson, Governor designate of Western Australia, and at that time Acting-Governor of Victoria, was requested by the Legislature to support the representations of the delegates, who were very fully and precisely instructed. It was also decided to send a delegation to the Eastern colonies, in the persons of the Hon. John Forrest, Commissioner of Crown Lands, and Mr. W. E. Marmion.

The delegates for England left Perth about the middle of December, 1889, but owing to the Secretary of State expressing an adverse opinion concerning the delegation for the eastern colonies, and the fact that the presence of the Hon. John Forrest was much required in the colony, in order that he might be referred to by the delegates in London, as well as the Colonial Office, upon the land question as occasion required, neither he nor Mr. Marmion proceeded on the mission which had been arranged. The delegates on their arrival in London set to work without delay and interviewed both supporters and opponents of the Enabling Bill, which was referred to a Select Committee of the House of Commons. The witnesses examined were—Sir Thomas Campbell, Sir William Robinson, Sir F. N. Broome, Mr. S. H. Parker, Mr. John Bramston, C.B., Major Clarke, R.E., Mr. S. S. Young, and Mr. T. H. Haynes. Sir Thomas Campbell's attitude was "militantly Australian," but both he and Mr. Parker pressed the claim of Western Australia to responsible Government together with a territory one and undivided, a claim sharply opposed in certain quarters. Sir William Robinson also spoke strongly in favour of the constitutional claims of the colony, besides rendering other valuable assistance, and received the special thanks of the Secretary of State subsequent to the passing of the Enabling Bill for the aid that he had given. The Select Committee recommended that the entire control of the Crown

lands of the colony, both legislative and administrative, be vested in the local Legislature, and ultimately, after a good deal of obstruction from Sir G. Campbell and other members of the House of Commons, the third reading of the Bill was agreed to on 4th July, the announcement that the Bill was passed being warmly cheered by both sides of the House. The Bill received the Royal assent on 26th July, and Sir William Robinson left London in September with the charter of Western Australia's liberty in his pocket and proclaimed the New Constitution amid the greatest public rejoicing.

Between this important and historical event and the first election under Constitutional Government, a period of two months elapsed during which there was much active political life, and candidates addressed the electors all over the colony. On 22nd December, 1890, Sir William Robinson sent for the Hon. (now Sir) John Forrest (who had been elected member of the Assembly for his native town of Bunbury) to form the first Ministry under responsible Government. Sir John Forrest was Commissioner of Crown Lands at the time, and with the exception of Sir James Lee-Steere, the only member of the old Executive who was in the political field. This is not the place to discuss the choice made, but it is fair to say that it was very generally approved by the colony. Sir John Forrest selected as his colleagues the following gentlemen:—The Hon. G. Shenton, M.L.C., Colonial Secretary; Hon. Sept. Burt, Q.C., Attorney-General; Hon. W. E. Marmion, M.L.A., Commissioner of Crown Lands; and Hon. H. W. Venn, M.L.A., Commissioner of Railways and Director of Public Works. It is generally admitted that the first Ministry of the colony has been "a good working team," and have shown every desire as well as the ability to advance the colony and to develop by every legitimate means its great and growing resources.

As an independent expression of opinion as to the course pursued by Sir William Robinson in inaugurating the New Constitution, arranging the general election and summoning the first Ministry, we cannot do better than quote the following extract from an article in the *Perth Daily News* of 2nd January, 1891:—

"The present week closes an eventful year for Western Australia—the year of the attainment of her political freedom. But above this it has been a year fraught with incidents of much interest and import, and one that has witnessed an amount of progress and development quite unexampled in the colony's previous history. . . . With such

prospects as those now before us it is impossible to feel otherwise than sanguine as to the future—the immediate future. And while we thus hopefully anticipate what is to come it behoves us not to be unmindful of those who, especially during the past year, have so successfully striven in the interests of the colony and have done so much to bring our hopes to fruition. Prominent among them are the Responsible Government Delegates, who worked with so much energy, diplomacy and courage for the measure of political freedom which we now enjoy. To Sir Thomas Campbell and Mr. Parker—the former especially—very much is due, and the colony has not been and will not be unmindful of their deserts. They received valuable aid from Sir F. N. Broome, who also did the best of work for the colony in connection with the Midland Railway and Hampton Plains scheme; and from our present able and distinguished Governor, Sir William Robinson. To the last-named gentlemen was entrusted the important and onerous task of launching the new ship of State, and whatever may be the opinions as to the methods he adopted, there is but one opinion as to his desire to act with perfect fairness to individuals and to the country, and it must be admitted that the ship has left the stocks with the most perfect smoothness, and that she has been thoroughly well officered, manned and equipped for the voyage, with a careful pilot in the person of Sir William himself, to assist in finding his course in positions of difficulty and danger.”

Of the composition of the two Houses of Parliament it may be said that the results of the first election of members of the Lower, and nomination of the Upper by the Governor-in-Council, were thoroughly satisfactory, the Parliament being fully representative of the many interests of the colony. The first Legislative Council, which is to be superseded by an elected Upper House six years after the first summoning of Parliament, or when the population of the colony attains 60,000, consists of the following members:—Sir T. Cockburn Campbell, Bart. (President), Hon. G. Shenton (Colonial Secretary), Hons. G. W. Leake, J. W. Hackett, E. Hamersley, W. D. Moore, J. H. Monger, E. R. Brockman, R. W. Hardey, R. E. Bush, J. G. H. Amherst, J. A. Wright, McKenzie Grant, T. Burges, and James Morrison. Mr. C. Lee-Steere is the Clerk of the Council, and Mr. R. B. Burnside, Usher of the Black Rod. The president is a politician and journalist of exceptional ability, and was for some years editor of the *West Australian*, and is a well-known writer for the colonial press. The Hon. G. Shenton, who represents the Government in the Upper House, is one of the leading merchants of the



LEGISLATIVE COUNCIL OF WESTERN AUSTRALIA, 1890.

community, and sat for many years in the old Legislative Council. The Hon. G. W. Leake, Q.C., and the Hon. J. W. Hackett are both lawyers, the former having occupied important legal and judicial posts in the colony, including that of Chief Justice, and the latter is editor and part proprietor of the *West Australian*. The Hons. J. H. Monger and W. D. Moore are representatives of well-known West Australian families, and are chief among the merchants of the colony. The Hon. J. A. Wright was formerly Commissioner of Railways and Director of Public Works, and is now managing director of the West Australian Land Company, and Consulting Engineer to the Government. The Hons. J. G. H. Amherst, E. Hamersley, E. R. Brockman, R. W. Hardey, R. E. Bush, T. Burges, and McKenzie Grant are leading settlers, and are amongst the most respected residents in the colony.

The Legislative Assembly contains thirty members. The various interests of the colony are well represented in this, the first House of Assembly under the new Constitution. Sir John Forrest, Messrs. Burt, Venn, and Marmion represent the Government in the Lower House, Sir John being Premier and Treasurer; Mr. Burt, Attorney-General; Mr. Venn, Commissioner of Railways; and Mr. Marmion, Commissioner of Crown Lands. Mr. Walter A. Gale is Clerk of the Assembly, and Mr. C. B. Kidson is Sergeant-at-Arms. So far the Legislative Assembly of Western Australia has been a pattern of parliamentary propriety.

CHAPTER XXII.

EDUCATION AND RELIGION.

WESTERN Australia, like the colonies to the east, has done wonders in regard to making provision for the education of the young, and almost every little village community in the colony has its Government School. The system is compulsory, the school fees being upon a sliding scale, ranging from twopence to a shilling per week, according to the means of the parent, whilst children whose parents are unable to pay the prescribed fees are placed upon "the free list." The teaching in the purely Government schools is strictly secular. The Bible is, however, read for half-an-hour in school before scholars actually assemble for the work of the day, to children whose parents do not object to their attending, but without comment. The "assisted schools" are sectarian; the only assisted schools, save the Protestant Orphanage, yet established being under the control of Roman Catholics, some of the convent schools being most admirably conducted. The average cost (net) per head of children attending the Government schools in 1890, was £2 17s. 0·9d., and of those taught in the assisted schools, £2 10s. 4d. Under the *Education Act* the Central Board of Education is empowered to expend sums not exceeding £3 10s., and £1 15s. per head of children attending the Government and assisted schools respectively. The amounts hitherto actually expended have never reached the maximum grants.

The *Education Act* is administered by a Central (Honorary) Board of Education assisted by district boards, also honorary. These latter, of which there are 21, have the management of local educational affairs, and act generally as committees of advice to the Central Board, which has entire command of all public funds, and exercises a general control over all schools in receipt of Government aid. The Central Board consists of five members. The Colonial Secretary is *ex officio* the chairman of the Board, the remaining members being appointed by the Governor-in-Council. Special provision is, however, made that the four

unofficial men must be laymen, and that no two of them shall belong to the same religious denomination. The district boards are elected under a franchise similar to that under which members of the Legislative Assembly are returned. Members of these boards are elected for a term of three years, but in the event of seats becoming vacant, through resignation or otherwise, the vacancies are filled by the Central Board.

Teachers are appointed in the majority of cases by the various district boards of education, subject to the confirmation of the Central Board. All teachers appointed to Government schools are expected, before their appointments are confirmed, to have entitled themselves to certificates of competency. The salaries of teachers are computed upon a fixed scale based upon the average attendance in the preceding year. This sum is supplemented by a "result grant," the exact amount of which is determined for the one year by the efficiency of the school at the examination in the year preceding.

In addition to the expenditure below-mentioned, and the ordinary salaries of officers of the Education Department, the Central Board annually offer two scholarships of £50 per annum, each tenable for three years, at the Perth High School, for competition amongst boys under the age of fourteen years attending the elementary schools.

Under a special Act a "High School" for boys is established in Perth for the purpose, as its name implies, of imparting a higher education. It is endowed out of the general revenue by an annual sum equal to double the amount of the school fees provided such contribution does not exceed £500 in one year. The school is presided over by a board of governors consisting of Mr. J. C. H. James, B.A., Commissioner of Titles, Chairman; the Chief Justice, Mr. A. C. Onslow, B.A.; the Hon. J. W. Hackett, M.A., M.L.C.; Dr. Waylen, Colonial Surgeon; Sir J. G. Lee-Steere, Speaker; Mr. S. H. Parker, Q.C., M.L.A. There are some vacancies on the board. The head master of the school is Mr. F. C. Faulkner, M.A., and there is an efficient staff of masters, whilst the boys are very comfortably housed. The fees for day boys are about £12 per annum, and for boarders about £60 without extras. The education given is secular, and the head master must be a graduate of some recognised university. Ministers of religion are excluded. The last report of the examiner of this school was of a highly satisfactory character, and the High School is obviously fulfilling its aims and taking its place as one of the leading public

schools of Australia. All accounts of the school are audited once a year by the Auditor-General, and an annual report of the condition and prospects of the school is laid before Parliament. It may be said that the High School is but the nucleus of a Western Australian or Perth University yet to be developed. There are several excellent proprietary schools in Perth and Fremantle, and prominent amongst them is the Fremantle School, conducted by Mr. H. Briggs, an experienced teacher, and an authority on educational matters.

Steps have been taken to establish the teaching of technical education in the High School and State schools, and recently a Commission, specially appointed for the purpose, sent in a valuable report to the Government on this subject.

As in the other colonies of Australia there is no established church in Western Australia, but unlike the other colonies the various churches receive State aid. The amount set apart in 1890 out of general revenue for the maintenance of religion, which was apportioned according to the number at the last census, was £3,543, the amounts received by each being as follows:—Church of England, £2,075; Church of Rome, £1,073; Wesleyans, £265; and Presbyterians, £128.

The following is a statement of the number of churches and other buildings for public worship for the year 1891:—

Denomination.	Total Number of Churches.	Number of Ministers.	Approximate Average Attendance.
Church of England	75	24	4,820
Church of Rome	24	46	3,880
Wesleyans	31	9	3,920
Congregationalists	9	4	870
Presbyterians	4	3	550

There are excellently conducted orphanages in Perth connected with the Church of England and the Church of Rome. The Roman Catholic Orphanage at Subiaco, under the control of Bishop Gibney, is an admirable institution, where children are well cared for, receive a useful education, and are taught various trades. Both the Protestant and Catholic Orphanages are subsidised by the State. At the Victoria Plains is the famous New Norcia Mission for aboriginals, conducted by Bishop Salvado, O.S.B. Here the natives are trained with success as farm

labourers, teamsters, and shepherds, and their conduct is said to be, as a rule, exemplary. They learn also to read and write, and are instructed in religious teaching, which they receive with earnestness and intelligence.

Something should be said of the chief buildings devoted to religious purposes in Perth and Fremantle. The former city has two fine cathedrals—the St. George's (Anglican) and the Roman Catholic Cathedral. The St. George's Cathedral has only recently been built, and although incomplete, in that it lacks a tower, is a beautiful and imposing Gothic building, and has already cost about £17,000. The Roman Catholic Cathedral, to which is adjacent a fine Bishop's palace, is situated on one of the most commanding sites in the city, but is also incomplete. There is a handsome Wesleyan Church in Perth, and the Congregationalists and Presbyterians have excellent places of worship. The Anglican Church at Fremantle is a pretty building, which cost nearly £8,000; and the Roman Catholics have a particularly handsome church at York.

CHAPTER XXIII.

VITAL STATISTICS. POPULATION.

FURTHER on in the present chapter particulars will be found of the general distribution of the population, as revealed by the last census taken on 10th April, 1891, under the supervision of Mr. W. A. Gale, details from whose exhaustive report are given. Dealing just now with the vital statistics for 1890, which show the nominal annual progress of the colony as regards population, it will be found that these, compared with the census returns and the records so far obtained for 1891, are highly instructive and satisfactory.

The estimated population of the colony, on 31st December, 1890, was 46,290, and when a glance is taken at the map showing the large territory of Western Australia, and regard is paid to the generally

advanced condition of its centres of population, to the facts that it has nearly 600 miles of railway constructed; another 300 miles under construction, and nearly 350 miles more projected, and that she has over 4,000 miles of telegraphs, and, moreover, that every district in the colony is more or less settled, and portions of them are highly developed, it must fain be admitted that during the sixty-two years of the colony's existence a mere handful of people have done wonders, and this, too, often in the face of uncommon difficulties.

The *Year-Book* shows that, according to the record of births and deaths, the increase by the former over the latter during 1890 was 1,021; 761 males and 800 females being born, while the males and females who died numbered 346 and 194 respectively. The arrivals by sea were 3,567, consisting of 2,815 males and 72 females; the departures 1,996, consisting of 1,502 males and 494 females. The total increase was 5,128, and the decrease 2,536, thus leaving the population 2,592 more than for the previous year.

The number of births in 1890 was 1,561, consisting of 761 males and 800 females, at the rate of 34·60 per 1,000 of the population. In 1889 Western Australia was the first on the list of colonies in regard to the birth rate, and in 1890 she was fourth. The proportion of male to female births in Western Australia during 1890 was 96·12 males to 100 females; whilst for the ten years from 1881 to 1890 the average was 106·77 males per 100 females.

The marriages celebrated in Western Australia during 1890 numbered 278, that is 6·15 for every 1,000 of the mean population. Of these, 125 were celebrated by the Church of England, 70 by the Church of Rome, 33 by the Wesleyan Church, 22 by the Congregational, 6 by the Presbyterian, and 22 by district registrars.

There were 540 deaths registered in 1890, viz., 346 males and 194 females. The number of deaths under one year was 140 or 8·96 per cent. of the total births, and 25·93 per cent. of the total deaths. The number of deaths over 60 years of age was 133. The death rate per 1,000 of the mean population was, in 1890, 11·96, which is the lowest death rate recorded within the last twenty years. The next lowest, 13·24, occurred in 1880. Mr. Hayter, in his *Victorian Year-Book*, states that it has been held by high authorities that the countries in which the climate is healthy, hygiene properly attended to, and the population in a normal

condition as regards age, the ordinary mortality would cause the death rate to be about 17 per 1,000 persons living. During the last ten years Western Australia has exceeded this number four times.

Before the northern or tropical portions of the colony became settled to any extent, the death rate of Western Australia was lower than that of any of the colonies; but since recent gold rushes and the extension of population there, the death rate has somewhat increased, but Western Australia nevertheless maintains its reputation as a remarkably healthy colony.

Coming to the chief information to be derived from the census of April last, we find that it gives a total population of 49,782, or 29,807 males and 19,975 females, showing an increase of 20,074 persons since 1881, of whom 12,745 were males and 7,329 females, the proportional increase during the decade being 74·70 per cent. for males and 57·96 per cent. for females, the total proportional increase being 67·57 per cent. The estimated population on 31st March, five days before the census was taken, was 47,389, or 27,609 males and 19,780 females. The gain was, therefore, 2,393 persons, or over 5 per cent. upon the estimated population. Of the total population, 9,617 reside in Perth and its district, and 7,077 in Fremantle. The towns with a population of over 500 are as follows:—Perth, 8,447; Fremantle, 5,607; Albany, 2,665; Geraldton, 1,218; York, 1,199; Newcastle, 742; Guildford, 726; Bunbury, 572. The proportion of the males to the females in Western Australia at the time of the census was as 67·01 to 100, or in other words three males to every two females in the colony. Mr. Gale points out those districts in which the male sex predominates, and mentions that in West Kimberley the proportion of females to every 100 males is 14·38, which he rightly characterises as ridiculously small. But in no district in the colony does the number of females equal the number of males. After the age of puberty the disproportion between the sexes becomes more strongly marked, the females over 21 numbering only 49·60 to every 100 males above that age.

The total number of dwellings in the colony on census night was 10,530, of which 236 were unoccupied, whilst 73 new buildings were approaching completion. The average number of persons to each habitation in occupation was 4·70, which shows a great improvement in the housing of the people. At the census of 1881 the lowest proportion of persons to the inhabited dwelling, in any of the Australian colonies,

was 5·06, and therefore the Superintendent of Census maintains that unless the colonies have proportionately improved in this respect—which is improbable—Western Australia at the last census will take foremost position as regards the proportional number of persons to the inhabited dwelling. The proportion of persons to occupied rooms throughout the colony was 1·13.

In regard to the conjugal condition of the people, out of 13,621 married persons in the colony at the time of the census, 7,243 were males and 6,378 were females, whilst of the 34,271 persons returned on the schedules as unmarried (never married) 21,577 were males and 12,694 were females. But from these figures the numbers of children below the marriageable age—14 as regards males and 12 with regard to females—must be eliminated. Taken all together, the number of persons in the colony who were not “infants” in the eyes of the law and who could marry without paternal consent was 12,116, of whom 10,126 were males and only 1,990 were females. This is certainly, as Mr. Gale remarks, “a startling disparity,” and he puts it still more forcibly by stating that at the taking of the census there were more than five unmarried men to every single woman in the colony above the age of 21 years. This in itself should be an inducement to immigration of the fair sex. Mr. Gale says, “the terms ‘old bachelors’ and ‘old maids’ are sometimes taken as denoting those above the ages of 40 and 30 and sometimes 50 and 40 respectively.” Taking the higher ages, however, there were 1,626 unmarried men of over 50 years of age and 440 single women more than 40 years old in the colony at the time of the census. The difference in the time of life at which statisticians consider the chances of a person marrying as remote reduces the proportion as regards West Australia from considerably over five to one to less than four “old bachelors” to one “old maid,” if the higher ages of 50 and 40 be accepted as the limits. The numbers of widowers and widows at the time of the census were almost equal, since of 1,776 widowed persons 890 were males and 886 were females. In regard to the ages and birthplaces of the people, those born in the colony were very largely in the ascendant, there being about eight and a half times as many West Australians as all the rest of Australians put together, their total being 27,825. South Australia comes next with 1,161, Victoria with 1,036, New South Wales with 555, Queensland with 208, New Zealand with 182, and Tasmania 108. Englishmen numbered 9,634, Irishmen 3,499, Scotchmen 1,211, and Welsh 51.

CHAPTER XXIV.

IMMIGRATION.

IMMIGRATION is controlled by a Board located at Perth, and by the Agent-General's office in Queen Victoria Street, Westminster, London. In 1891 the sum of £50,000 was provided out of loan for immigration purposes, and this sum will be expended by the Board, with the sanction of the West Australian Legislature, and as circumstances require.

The *Passenger Act* 1855 and other Acts require passenger ships carrying emigrants to be seaworthy, have proper accommodation, furnish good and sufficient food, provide medicines, and on large ships a surgeon, and in other ways protect the interests of emigrants. Short summaries of these regulations are posted up in every ship, and emigrants who find that they are not being treated properly should immediately complain. If the ship improperly fails to start on the day contracted for, the emigrant or any emigration officer may on his behalf claim subsistence money until she does start. All these beneficial regulations only apply to ships which take emigrants from British ports.

The following are the present regulations for emigrant passages. All applications for assisted passages must be made to the Agent-General for Western Australia, at the above address :—

(a.) *Free passages*, a limited number.

(b.) *Assisted passages* can at present only be granted to farmers, agriculturists, millers, wheelwrights, and others likely to be useful in country districts, and they must be possessed of some small capital. The amount required in each case will be decided by the Crown agents for the colonies, and must be deposited with them. As a rule, a single man will be required to deposit not less than £100, and a married couple not less than £150, and £25 for each child over 12 years

of age. The deposit will be repaid to the emigrants immediately after their arrival in the colony. Each adult emigrant will be granted £10 towards his passage money, and £5 for every child between 1 and 12 years for age.

Each intending emigrant above the age of 15 years desiring to obtain an assisted passage must undertake to conform to all regulations established on board ship during the voyage, and to remain in the colony for at least twelve months from the date of arrival.

(c.) *Nominated passages.*—Important to those who have friends in the colony.

Assisted passages are granted to a limited number of emigrants nominated to the Immigration Board by persons residing in the colony, or to the Crown agents by Western Australian colonists resident in England. They must be either—(1) Artisans, farmers, agricultural labourers, vine-dressers, miners, shepherds, and gardeners, under 45 years of age (and, if married, their wives and families); or (2) Single female domestic servants or widows, not exceeding 35 years of age, and must in all cases be approved by the Crown agents for the colonies. The nominors or the emigrants must pay £6 10s. towards their passage, and £1 for ship-kit.

N.B.—All nominations lapse at the expiration of twelve months from emigrants receiving notice from the Crown agents.

(d.) *Unassisted passages (fares liable to change.)*—By steamer (35 to 40 days to Albany, 50 to Fremantle): 3rd class, from about £15 15s. (occasionally), from Liverpool *via* Singapore to Northern Ports of Western Australia, and to Fremantle; and £17 17s. (fortnightly), including ship-kit, from London to Albany; 2nd class, from £30; 1st class, from about £52 10s. As a rule, children from 3 to 12 years of age, half-price; one child under three years, free; other children under three years, quarter fare. Sailing ships seldom carry passengers.

Persons receiving nominated or assisted passages are not called upon to repay their passage money, and are perfectly free to work in the colony, where and for whom they please.

The above fares, whether assisted, nominated, or unassisted, include food, berths, and medical attendance, but all third-class passengers pay 10s. 6d.; £1 extra for kit, *i.e.*, mattress, blankets, knife, spoon, etc.,

unless otherwise stated. Each third-class passenger is generally allowed 15, and each child $7\frac{1}{2}$, cubic feet of luggage free. Two boxes, each $2\frac{1}{2}$ feet long and 2 feet broad and $1\frac{1}{2}$ feet deep, make up 15 cubic feet, but any sized boxes will do, so long as 15 cubic feet are not exceeded. Luggage required for use on the voyage should be labelled "Wanted." By sailing ships 10 to 20 cubic feet are generally allowed free.

Particulars as to the despatch of vessels are advertised in the daily newspapers, or may be obtained from the shipping agents, or from this office. There are no direct boats from Scotland or Ireland; Scotch or Irish passengers must start from Plymouth, Liverpool, or other English port.

No large outfit is necessary, nor need it be new. Emigrants having knives, forks, spoons, bed and table linen, kitchen utensils, sewing machine, light tools, and other small articles or ornaments, should take them, but not heavy furniture nor rough common tools, as free luggage is limited (*see* Customs, Appendix A). Emigrants should take all the clothes they have, but not less, if possible (assisted and nominated emigrants *must* not take less), than the following for the voyage and subsequent use. *For males*, two pairs of boots, one strong suit, two pairs of white or cool trousers, and one jacket of similar material, one cloth cap, and one broad-brimmed straw hat, one pair canvas shoes, and one overcoat, and six articles of each kind of underclothing. *For females*, two pairs strong shoes, one warm and two cotton gowns, one broad-brimmed straw hat, and one close-fitting hat, one pair slippers, one cloak or shawl, six articles of each kind of underclothing, and sewing materials. *For children*, one warm cloak or great coat, four flannel waistcoats, two pairs strong shoes, two warm suits, and six to nine articles of each kind of underclothing. Two or three flannel shirts for men, and an extra supply of flannel for women and children, will be very useful. If the emigrant is going by sailing ship, extra warm clothing will be required. There are not many opportunities of washing clothes on board.

The best time for arriving in the colony is September. December to February are the summer months, the seasons being nearly the opposite to what they are in England.

There is no depôt for the reception of emigrants, but all persons seeking employment may apply to the Labour Registry Office in Perth, 12 miles from Fremantle, at the office of the Board of Immigration;

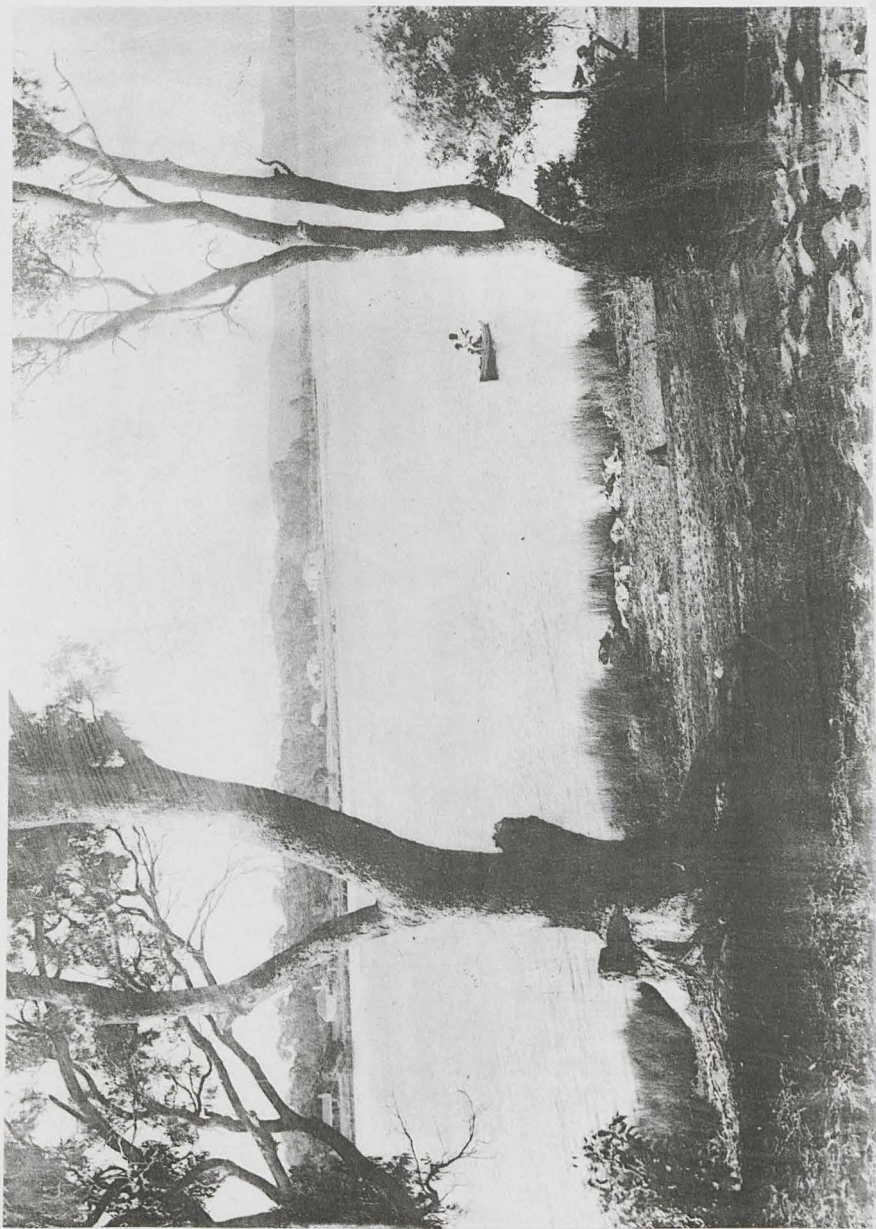
they should also communicate with that office beforehand, and any friends they may have in the colony, mentioning their trade and the ship they are coming by.

Immigrants and other persons are recommended not to take their money in cash, but by means of one or more money orders, payable to themselves at any post-office in the colony. The rates are, for £2 and under, 6d.; £2 to £5, 1s.; £5 to £7, 1s. 6d.; £7 to £10, 2s. Large sums should be transmitted through one of the local banks—the Western Australian Bank, the Union Bank of Australia Limited, the National Bank of Australia, the Commercial Bank of Australia, and the Bank of New South Wales—which all have their London agencies.

CHAPTER XXV.

CLIMATE AND METEOROLOGY. THE PUBLIC HEALTH.

IN another place the exceptional salubrity of the climate of Western Australia has been referred to. In a country of such an extent there is naturally a wide range of temperature, in fact, it ranges from the temperate in the south to the tropical in the far north, but even in the latter region there is an absence of the malarial fevers common to the tropics. The heat is dry and often oppressive in the Kimberley district, but the nights are tolerably cool, and in the central portions of the coast region the climate has been likened to that of southern Italy. The south-western corner is, however, the most salubrious, being seldom too hot to be pleasant or too cold, and having regular and temperate seasons, and a constant rainfall, floods or droughts, so prevalent on the eastern border of Australia, being practically unknown. Throughout Western Australia the traveller and bushman camps out at night with impunity, generally without any covering but a rug, and never seem to suffer any injurious effects from the exposure. All along the coast in the summer the regular sea breeze, known by the significant name of



VIEW ON THE RIVER SWAN, NEAR FREMANTLE.

“the doctor,” tempers the heat of the sun. The summer is much hotter, whilst the winter is brighter and not nearly so cold as it is in the northern hemisphere. The mean maximum of the thermometer at Perth is 73°, and the mean minimum 54°. The seasons are divided into wet (winter) and dry (summer), the former commencing in April and lasting till September. A great portion of this time of year is, however, bright and clear. The summer season is occasionally visited with thunderstorms and partial showers. The variation of temperature between the hottest months of summer and the coldest months of winter averages about 65°. The maximum reading of the thermometer during the year 1890, from observations taken at the Perth Observatory, was 106°, and the minimum 38°. The mean temperature in 1889 at Albany was 58°, Bunbury 59°, York and Perth 63°, Fremantle 64°, Geraldton 66°, Carnarvon 72°, Onslow 75°, Derby 85°, and Wyndham 87°. The average rainfall at Perth from 1876 to 1889 was 33 inches. In 1890, the rainfall at Fremantle was 46 inches, 46 at Perth, 31 at Derby, 39 at Geraldton, 23 at York, 10 at Carnarvon, 11 at Ashburton. These are chiefly coastal records, but more rain frequently falls inland where there are no recording stations, and the fall in the southern districts is much heavier and less fickle than it is in the north.

Mr. W. A. Gale, late Registrar-General for the colony, in the *Year-Book*, points out that it is unfair to so vast a territory as this, with a population of only 50,000 scattered over it—many of them exposed to the privations and dangers of a new country—to take the general death rate as indicative of the climate generally. Nevertheless, the percentage of total deaths to population for 1890 was only 1·17.

No disease can be said to prevail here. Influenza visits the colony occasionally, and is at times severe, and a mild form of typhoid, called “colonial fever,” appears at times in the centres of population, due to a neglect of proper sanitary precautions. The glare and dust in the summer are also hurtful to the eyes unless proper care is taken. The climate is very favourable to consumptive persons. The rate of infant mortality is low as compared with the other colonies, and in 1889 it was 8·79 for every 100 births. The average of the other Australasian colonies for 19 years ending with 1884 was as follows:—Victoria, 12·32; New South Wales, 11·21; Queensland, 13·05; South Australia, 14·76; Tasmania, 10·43; New Zealand, 9·69. In Western Australia, in 1889, the deaths under one year to total births was 8·79; South Australia, 9·42; Tasmania, 10·64; New South Wales, 12·54; Queensland, 13·65.

Western Australia has long been regarded by those acquainted with its mild and salubrious climate, especially in its south-western portions, as admirably adapted to serve as a sanatorium for invalids from India and the East. Several attempts have been made to induce the Government of India to select it for this purpose, but so far without success, though invalided officers occasionally come hither and return restored and invigorated. Its contiguity to India and its growing attractions should ere long prove irresistible. Life in its cities and towns is by no means without its attractions, and those who have been accustomed to the busy life of large communities, and to the social enjoyments belonging to them, so far from repining at their existence, go away charmed with the social life of the colony, and especially its capital. The river, the sea, and the lovely bush, studded with flowers, coupled with the invigorating freedom of Australian life, charm as well as refresh the jaded traveller and seeker after health; and the warm sunshine and the fresh breezes soon bring back the blood to his cheek and stir the sluggish courses of him who is painfully conscious that he is the possessor of a "liver." A former Governor of the colony, writing on the suitability of the colony as a sanatorium for Indian invalids, points out the striking contrasts between the climates of Western Australia and India, and shows how well the former is calculated to act as an antidote to the latter. After describing the climate, and showing the causes by which it is regulated, he says:—"From the description, you will perceive that the climate of Western Australia is formed and governed by a constant cause—the prevailing westerly winds; that it is essentially a sea climate, fresh and invigorating, temperate in point of heat, equable in point of temperature, free from sudden chills, and with this remarkable circumstance attaching to it that the season of greatest heat is also the driest season, and consequently malaria is not produced to any appreciable extent. Hence, therefore, fever, dysentery, cholera, and liver complaints are almost unknown in Western Australia. The causes which produce these complaints do not exist in the colony; their climates are essentially and entirely the reverse of each other." The following extract, from an article in the *Calcutta Englishman*, on the subject, is also interesting:—"In a sanitary point of view, its value cannot be over-estimated. The climate is splendid, and the air so kindly and refreshing, that 'exhilarating' is the only proper word to be applied to it for eight months in the year. There are no 'brickfielders' to choke you with their clouds of dust as in Sydney; no 'Black Thursdays' to smother you, as in Victoria; no sirocco-like

blasts to blind and suffocate you, as in South Australia. On rare occasions a land breeze will set in a little before sunrise, and by noon the thermometer may reach 90° or 98°; but soon after, the grateful 'doctor,' or sea-breeze, sets in and puts all to rights. The land breeze also may only be expected during three months of the year at the farthest—from December to the latter end of February. The rainy season begins about April, but it seldom rains for a day or two together until the latter end of August and beginning of September, when, perhaps, it may pour down uninterruptedly for a week in succession. May, June, and July, are like genial October weather in England, slight frosts sometimes in the morning, but a glorious sun and sky during the remainder of the day. From the latter end of September until that of March, the climate is such that no other in the world can excel, and few equal, for comfort and health-giving attributes."

The following table shows the rate of mortality for the past ten years:—

1881	...	...	13·80		1886	...	...	21·67
1882	...	...	14·16		1887	...	...	16·83
1883	...	...	17·93		1888	...	...	16·00
1884	...	...	21·87		1889	...	...	14·19
1885	...	...	17·60		1890	...	...	11·96

The highest rate of mortality occurred during 1884, when a serious epidemic of measles attacked nearly three-fourths of the population, the number of deaths from this disease being considerable. During 1886, out of a total death register of 806, 227 cases were those of infants under the age of twelve months, and resulted principally from an epidemic of whooping cough which passed through the colony. It is to be regretted that there are no published records of the death ages of previous years.

The records of 1890 disclose the fact that infant mortality is gradually decreasing; in 1886 it was equal to 15·48 for every 100 births, in 1887 15·68 for every 100 births, in 1888 12·38 for every 100 births, in 1889 8·79, and 1890 8·96; which, although the figures are slightly higher than those for 1889, compare very favourably with previous statistics for every 100 births. The average of the other Australian colonies, for 23 years ending with the year 1888, as taken from the *Victorian Year-Book*, was as follows:—Victoria, 12·42; New South Wales, 11·22; Queensland, 12·90; South Australia, 14·25; Tasmania, 10·38; New Zealand, 9·50; whilst that for Western Australia, for the five years ending 1889, averages 12·26.

CHAPTER XXVI.

WORK AND WAGES, COST OF LIVING, ETC.

THE cost of living in the towns is moderate for those who rent houses and employ servants. Board and lodging are cheap. The average rent of a three-roomed house in town is 7s., with an increase above that number of about 2s. 6d. per room. In the country a three-roomed house would be about 5s. per week, and a five-roomed house 9s. The cost of board and lodging for single men is 10s. to 20s. a week; at the Kimberley and Yilgarn goldfields 30s., but men there frequently camp out.

Farm labourers are usually boarded and lodged, and single men are preferred to married men with families. A high rate of wages, as in the case of Kimberley, does not necessarily imply a demand for labour. Navvies work eight hours a day, and the eight hours system is extending to most of the trades in the towns. Farm hands work from sunrise to sunset in the season.

The retail price of provisions per lb. at Perth is roughly as follows:—

Bacon	1s. to 1s. 4d.	Mutton	4d. to 5d.
Beef	6d. to 7d.	Pork	8d. to 10d.
Bread	3d. to 3½d.	Potatoes (per stone) ...	1s.
Butter	1s. to 2s.	Sugar	3d. to 4½d.
Cheese	9d. to 1s.	Tobacco	5s. to 5s. 6d.
Coffee	1s. 6d.	Tea	1s. 6d. to 2s. 6d.
Milk (per quart) ...	4d. to 6d.		

At Kimberley goldfields prices are higher: thus tea is 3s., flour 10d., sugar 1s., bacon 3s., beef and mutton 6d. to 8d., cheese 2s. 6d., coffee 3s., tobacco 9s., and preserved potatoes 2s. per lb., milk (condensed) 1s. 9d. per tin, and eggs 10s. a dozen. Board and lodging at Kimberley costs 30s. to 40s. a week, but the cost of living is more than compensated for by the high wages. On the Ashburton and Yilgarn goldfields mutton and beef are 6d., flour 10d., tea 3s., sugar 1s., preserved potatoes 1s. 6d., salt 1s., rice 1s., and oatmeal 1s. 3d. per lb.

Clothing is from 10 to 20 per cent. dearer than in England, but for the labourer and average working man less is required owing to the warm climate, very light clothing being generally worn in the summer months.

The rate of wages in the towns is roughly as follows, and in the country districts it is slightly lower:—

1. Without board and lodging, per day—

Bakers	8s. to 10s.	Printers	6s. to 10s.
Blacksmiths	8s. to 10s.	Saddlers	7s. to 10s.
Boatbuilders	8s. to 10s.	Sawyers and Lumbermen	6s. to 10s.
Brewers	6s. to 8s.	Stevedores and Wharf	} 6s. to 8s.
Carpenters	9s. to 11s.	Labourers	
Coachbuilders	8s. to 11s.	Shipwrights	10s.
Gardeners	5s. 6d. to 6s. 6d.	Shoemakers } Piece work averaging	} 6s. to 9s. per day.
General Labourers	5s. to 7s.	Tailors	
Masons and Bricklayers	8s. to 11s.	Tanners and Curriers	6s.
Miners	10s. to 12s.	Tinsmiths	8s.
Navvies	7s. to 8s.	Tobacco Factory } Piece work aver-	} aging £3 per week.
Painters	6s. to 8s.	Operatives	
Plasterers	8s. to 10s.	Wheelwrights	6s. to 7s.
Plumbers... ..	8s. to 10s.	Watchmakers	9s. to 10s.

2. With board and lodging—(a) Per month—Housemaids and general female servants, 30s. to 40s.; cooks, 30s. to 50s.; farm labourers, ploughmen, and station hands, 40s. to 80s. (b) Per year—Shepherds, stockriders, generally useful men on stations, £30 to £45; married couples, servants on farms and stations, £50 to £70.

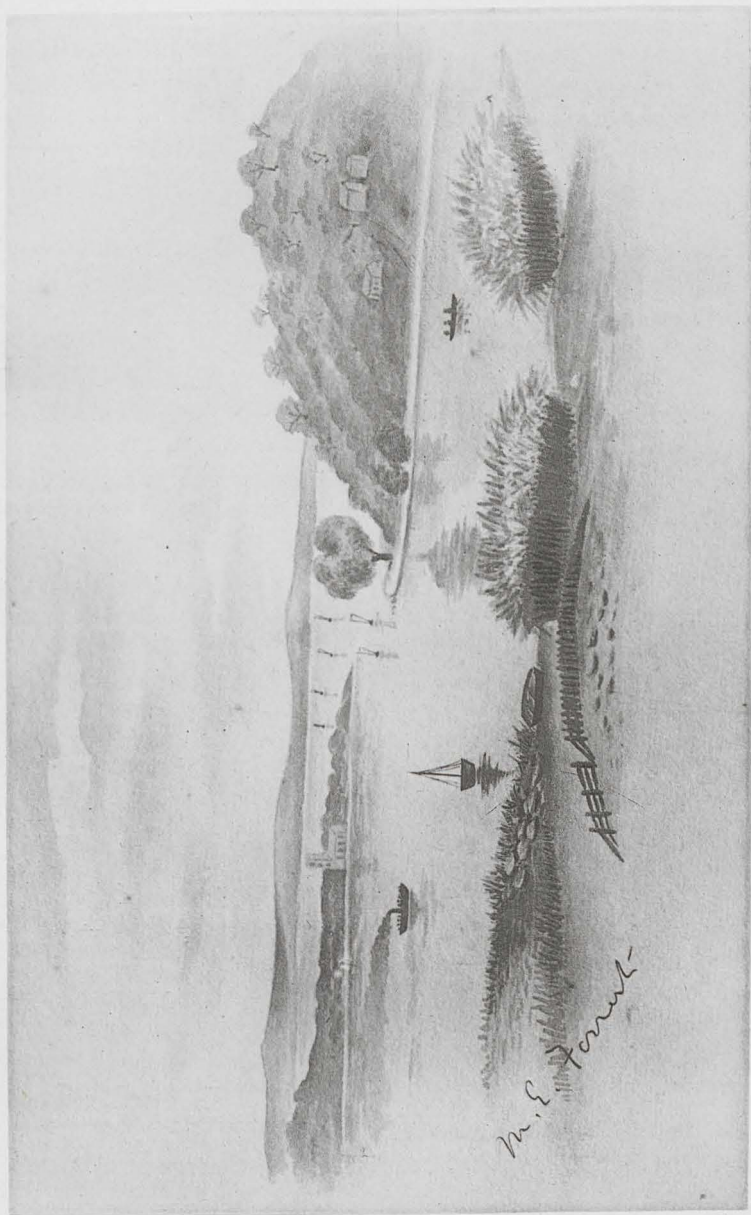
3. Clerks and accountants, and store and shop assistants, find ready employment at good wages both in the town and country districts.

4. At the Kimberley goldfields saddlers and miners get £4 a week; wheelwrights and butchers, £5; blacksmiths, farriers, joiners, and carpenters, £5 to £6; engineers, £8; and general labourers, £4. Wages are about 25 per cent. lower than this at the Yilgarn goldfield, at which the cost of living is less, the employment constant, and the demand for labour increasing.

It should be remembered that the demand for skilled labour will be on the increase, owing to the large public works about to be embarked on in the colony, involving an expenditure of £1,336,000. Navvies and labourers will also be largely required. There is a good demand generally for female servants, milliners, and dressmakers. There also are many good openings for market gardeners, fruit growers, and farmers with a capital of £150 and upwards, but they should get experience of

colonial farming before taking up land, and they will find the report of the Commission on Agriculture a very useful work for reference to. In a few agricultural parts, particularly the Eastern Districts, there is a growing demand for farm hands at from £2 to £4 a month and board. In any case they should be prepared to turn their hands to all kinds of farm and station work, and to rough it in the bush and country districts. There is also an increasing demand for mechanics, chiefly in the building trades, and these command good wages. Gold miners may do well in the mining districts, especially at Yilgarn, where work is plentiful, constant, and well paid. A labourer or servant who breaks his or her engagement in any way with an employer may be summarily fined by two justices to any amount up to £50, and in default of payment may be imprisoned up to three months. The labourer or servant has similar summary rights against an employer for ill-treatment, non-payment of wages, etc., and the employer may, under pain of distress, be ordered to pay such wages for a period not exceeding six months, and to make further amends. The stamp on an instrument of apprenticeship costs 5s.

It may fairly be said that the prevailing rates of wages are good, that the cost of living in the settled districts is moderate, and that work is plentiful. To the small capitalist and the industrious farm labourer few colonies offer greater advantages, but new settlers must not be afraid to "rough it," and be ready to turn their hand to anything at the outset.



PERTH WATER, SHOWING OLD MILL AND MELVILLE WATER IN DISTANCE.

From a Water Colour Sketch by Lady FORREST.

CHAPTER XXVII.

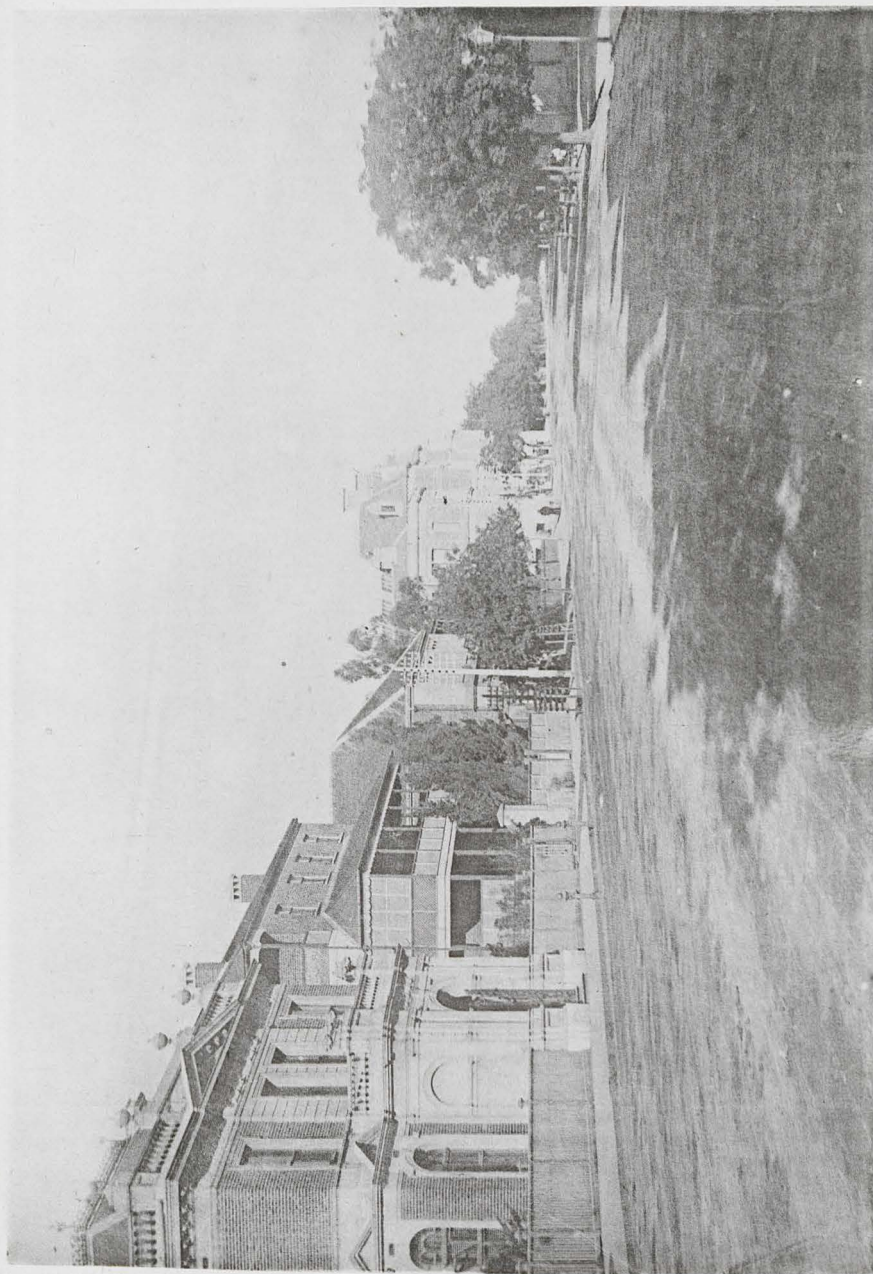
THE SOCIAL LIFE OF THE COLONY. CITIES, CHIEF TOWNS, AMUSEMENTS, AND PUBLIC INSTITUTIONS.

IT might be thought by those unacquainted with the conditions of the colony that social life, even in its cities, is fraught with dulness, owing to their comparatively small populations. But although there is not yet the bustle and activity, or rather the whirl of excitement to be found in large cities like Melbourne and Sydney, Perth and Fremantle are busy and lively communities. Perth itself is one of the most beautifully situated cities in Australia. It slopes gently down to the edge of the lovely Swan River, and of this river the people of Perth are almost as proud as are those of Sydney of their harbour. Along the base of the city is a fine recreation ground, much of which has been reclaimed from the river, and it is intended to widely extend it by the process of reclamation. Here the leading cricket and football clubs of the city indulge in those games which form so large and important a portion of our lives under these sunny Australian skies, and which render open-air existence so delightful. Here, too, on high days and holidays, are held the athletic sports and recreations in which the public delight. A mimic fleet is moored in the river facing the ground. These are the boats belonging to the members of that select and sportsmanlike institution the "*Royal Perth Yacht Club*," for this club is one of the few of its kind that is privileged to fly the royal pennant. The regattas on the river are as picturesque as they are often exciting, as the summer sea-breezes blow strong and fresh, and give ample opportunity for the display of skill and nerve and other "seamanlike" qualities. Then there are several rowing clubs to add to the attractions and excellence of the regattas. Close by the Recreation Ground are the Botanical Gardens, prettily situated and well laid out grounds, adjacent to the beautiful Government House Domain, and these it is intended to considerably enlarge and improve. The gardens, although small, contain many choice and rare plants and shrubs, and present a bright and brilliant appearance in the

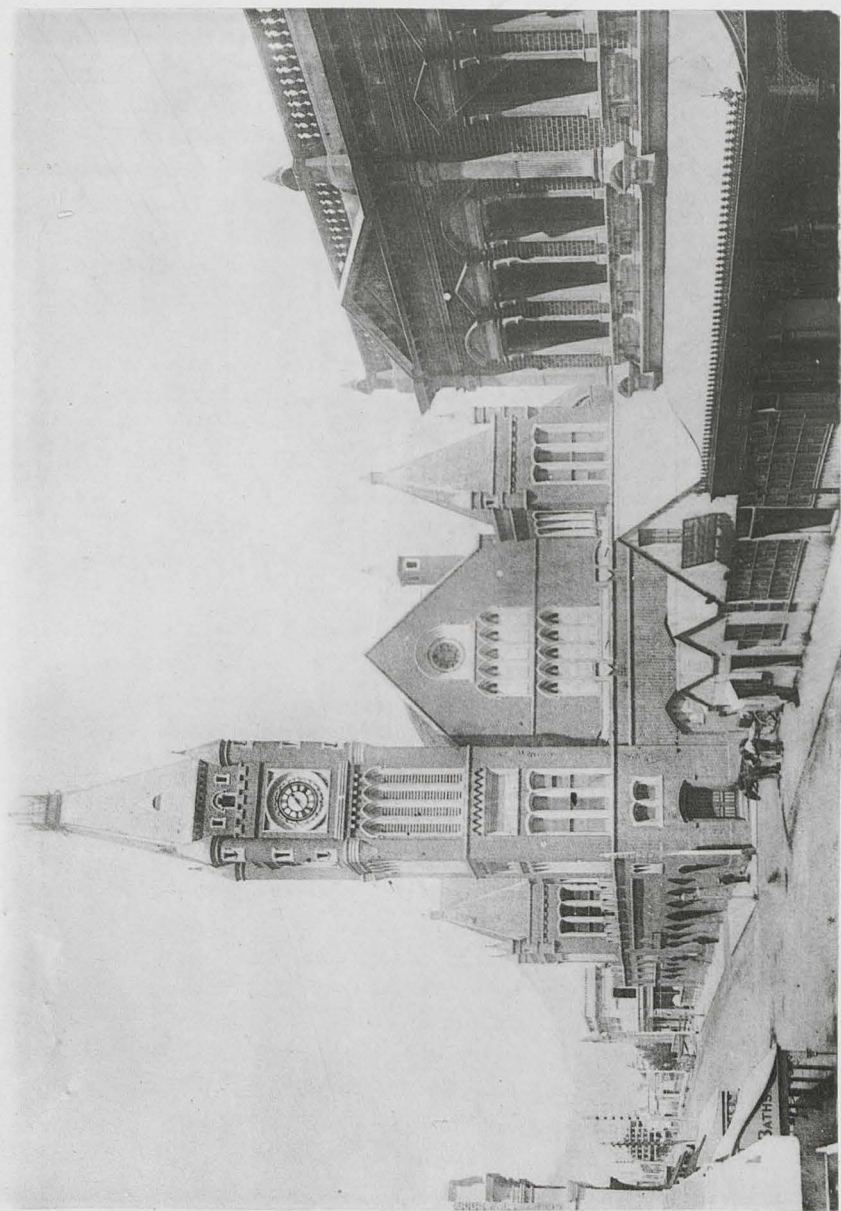
summer months. Mr. Feakes, the curator, has done much with limited means, and may be expected to do more with the increased space which should be available ere long. During the summer months a band plays in these grounds on certain evenings in the week, and they thus form an agreeable resort for the citizen, where he can listen to sweet music and be fanned by the cool and refreshing sea-breezes wafted across the river. The Cricket Association has another fine piece of ground further up the river, near the Causeway. This covers fourteen acres, and has been fenced, and is being rapidly improved in other important respects. On the top of the picturesque hill with the unromantic name of Mt. Eliza, which overhangs the river, are the rifle butts; also, a People's Park of about 1,000 acres, reserved, and which has yet to be laid out, so it will be seen that the city has been very well cared for in the matter of its parks and reserves.

The public and other chief buildings of the city are far from unimposing. Government House is indeed one of the handsomest and most beautifully situated gubernatorial residences in Australia, its minarets or towers and surrounding colonnade giving it a picturesque not to say imposing appearance. The grounds are lovely, and gently slope down to the banks of the Swan River by a series of terraces. The front of the house faces towards St. George's Terrace, a handsome thoroughfare, resembling the Continental boulevards, being broad, and bordered on each side by leafy lilac trees, which are gratefully green and refreshing to the eye. In this thoroughfare are situated the Public Offices, including the Post Office, a large block of buildings erected at a cost of nearly £30,000; the St. George's (Anglican) Cathedral, a handsome Gothic structure, recently erected at a cost of £17,000; the Weld Club, the leading social institution of its kind in the colony; the banks and insurance offices. Prominent amongst the latter are the fine buildings erected by the Union Bank of Australia Limited, the National Bank of Australasia, the Western Australian Bank, the Australian Mutual Provident Society, and the National Mutual Life Association of Australasia. These are all large and imposing buildings, and would be considered creditable specimens of architecture in any city. Then there is the Victoria Public Library, an admirable institution, established in the Jubilee year of Her Majesty, and open every day, except Sunday, from 10 a.m. until 10 p.m.

Perth has not yet its theatre, though the erection of one is contemplated. Nevertheless, theatrical companies frequently visit the colony,



VIEW OF ST. GEORGE'S TERRACE, PERTH, SHOWING NATIONAL BANK
AND PUBLIC OFFICES.



THE TOWN HALL, PERTH.

and those that are capable and meritorious do well, for a Perth audience, though not hypocritical, is discriminating. In this connection, and as going to show that theatrical organisations need not be afraid to visit the colony, it may be mentioned that one company recently netted £1,000 in a stay of ten weeks—a very good harvest. Amateur theatricals are popular in the absence of professional performances, and an Amateur Operatic Society has produced several of Gilbert and Sullivan's operas with signal success. Then there is the Perth Musical Union, having over 150 members, and presided over by Mr. Justice Hensman. This society frequently gives high-class performances, and has produced among other works Handel's "Messiah," "Israel in Egypt," and "Acis and Galatea," Mendelssohn's "Elijah," "St. Paul," "Athalie," and "Lobgesang," Haydn's "Creation," and Rossini's "Stabat Mater." There are several Masonic lodges in Perth, including a District Grand Lodge, the St. George's, St. John's, and the Emulation Lodges; Oddfellows Lodges; and there are many benefit and friendly lodges in the city; also a Mechanics' Institute, and a Working Men's Club. Members of friendly societies in England and elsewhere should apply to their own society for letters of introduction to the corresponding society in the colony.

The main business street of the city is called Hay Street, and its continuation Howick Street. This thoroughfare, though somewhat narrow, is about two miles in length, and contains several handsome shops and places of business. One of its principal buildings is the Town Hall, a large structure, with a spacious hall for public meetings and entertainments, and corporation and other offices. Adjoining it is the building in which the Legislative Assembly temporarily transacts its business. In the same thoroughfare is the St. George's Hall, a fairly commodious hall, with a stage and appliances for theatrical performances. Another leading street is Murray Street, with its continuation Goderch Street, and here are situated the Roman Catholic Cathedral and the Bishop's Palace, both imposing, well situated and built structures. There are also churches in various parts of the city belonging to the various denominations, including the Presbyterian, Wesleyan, and Congregational churches, and the Anglicans have two suburban churches, besides the cathedral before referred to.

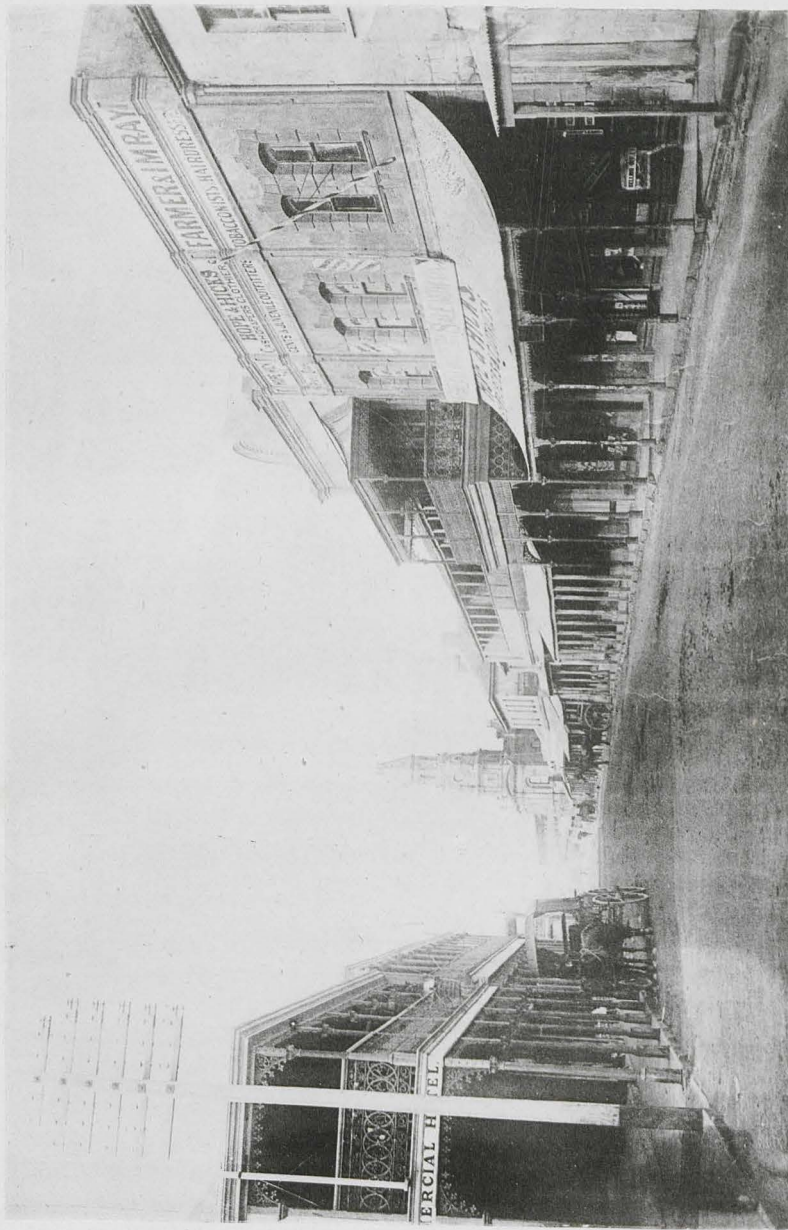
The city is, as a rule, well laid out, and well cared for by the Corporation, which is presided over by a Mayor. It is lighted by gas, and

steps are being taken to instal the electric light. Mains have been laid through the principal streets by a Waterworks Company, whose reservoir is in the Darling Range, seventeen miles distant. Sanitary matters are attended to by a Local Board of Health, and it is on the whole as healthy as it is beautiful, which is saying a great deal.

Social entertainments are frequent, and Perth is fortunate at the time of writing in having a Governor who sets an example of hospitality to the community; we refer to Sir W. C. F. Robinson. Balls, paper-chases, kangaroo hunts, and picnics down the beautiful river, or up among the Darling Hills, are of frequent occurrence, and these are most enjoyable. Nearly all the chief public officials live in Perth, and owing to the large number of representatives of old English families that settled in the colony in its early days, the tone of society is distinctly good. The population of Perth according to the last census was 9,617, and it is very rapidly increasing.

Fremantle, the chief port of the colony, with a population of 7,077, is distant twelve miles from Perth, with which it is connected by both rail, road, and river. It is a busy and thriving commercial community, and the town contains some fine public buildings, warehouses, and places of business. It is the terminus of the Eastern Railway, and has a large railway station and workshops, Customs House, Post Office, Town Hall (a particularly handsome building), a Penal Establishment which will accommodate 1,000 prisoners, but now only containing about 60; a Lunatic Asylum, and several remarkably pretty and commodious churches. It also has a large Masonic Hall and an Oddfellows' Hall, a portion of which is used as a theatre. There is a fairly extensive public park used by the various clubs of the town, or rather city, for cricket, football, and other sports, and the nautically disposed have plenty of opportunities of enjoying themselves on the sea and river—in fact, the principal rowing club of the colony is at Fremantle. Fremantle has its mayor and corporation, and, like Perth, is illuminated by gas, and has an excellent water supply.

The harbour is somewhat exposed, but important improvements are contemplated, according to a scheme prepared by the Engineer-in-Chief; and steps are also being taken to open up the bar of the river, and afford wharfage room within the mouth. These improvements will involve a considerable expenditure, and will vastly add to the wealth and importance of Fremantle, and of the colony.



VIEW OF HIGH STREET, FREMANTLE, SHOWING TOWN HALL.

Fremantle is a favourite resort for the citizens of Perth during the summer months. It is only half an hour's drive by the train, and the sea-breezes and bathing are keenly enjoyed by the tired official and business and professional man. It is not without its social attractions, as it has its club, an excellent institution, and at least two well-conducted musical societies, including the Western Liedertafel.

Albany and Geraldton are also towns of considerable importance. The former, which has a population of 2,700, has a fine harbour (King George's Sound), and is at present the first calling point in Australia of the mail steamers from England and the East. In addition to the P. & O. and Orient Companies', the Messageries Maritimes' steamers also call at King George's Sound. Albany is a very picturesquely situated town, and has a very energetic and thriving population. It has an excellent Town Hall, and its streets are wide and well laid out, while steps are being taken to light it with the electric light. It is the *dépôt* of the Great Southern Railway, which is the property of the West Australian Land Company, and this fact has largely conduced to its growth and prosperity of late years. It is connected with the capital and chief port by rail, the Great Southern Railway (particulars concerning which will be found in the chapter on railways), meeting the Eastern Railway at Beverley. The Land Company, in addition to the railway station at Albany, have built a fine jetty 700 feet long. Albany is to be one of the fortified ports of Australia, owing to its importance as a coaling station and a *point d'appui*, and, at the time of writing, the fortification works are being constructed. It is a favourite health and summer resort, owing to the exceptional mildness and geniality of its climate.

Geraldton is the outlet, through its port, Champion Bay, for a very large pastoral, agricultural, and mineral district, and is the nearest point to the Murchison Goldfield. It has a population of about 1,200, and is about 290 miles from Perth. It is at present reached either by road or sea, the steamers of the Adelaide Steamship Company frequently plying between Fremantle and Champion Bay. Further particulars concerning this district appear in another place. Suffice it here to say that Geraldton has two excellent hotels, a club, and a Masonic Hall, and some important places of business. Geraldton will, ere very long, be united to Perth by the Midland Railway, now in course of construction. (*See Chapter XIV.*)

The more important of the remainder of the towns of the colony are—Bunbury, Busselton, Guildford, York, Northam, Newcastle, Beverley, Katanning, Gingin, Northampton, Carnarvon, Roebourne, Cossack, Derby, Wyndham, besides many others with smaller populations. It should be added concerning them that the cost of living is not expensive, and that the taxation by the municipalities is moderate, whilst they are, as a rule, very well kept by the authorities.

PUBLIC INSTITUTIONS.

ROYAL AGRICULTURAL SOCIETY OF WESTERN AUSTRALIA.—Secretary, C. C. Fauntelroy.

ROYAL PERTH YACHT CLUB.—Commodore, Rice Saunders, Esq.; Secretary, Mr. W. F. Wilkinson.

WELD CLUB.—St. George's Terrace, Perth; President, Mr. Justice Stone; Secretary, Mr. E. S. Barker.

METROPOLITAN CRICKET CLUB.

WEST AUSTRALIAN CRICKETING ASSOCIATION.

PERTH CRICKET CLUB.

WEST PERTH CRICKET CLUB.

WEST AUSTRALIAN RIFLE ASSOCIATION.

VOLUNTEERS.—Metropolitan Rifle Volunteers; Perth Artillery Volunteers; Metropolitan Fire Brigade; Fremantle Rifle Volunteers; Fremantle Artillery Volunteers.

FREEMASONS.—District Grand Lodge; Lodge of St. George; Lodge of St. John; Lodge of Emulation; Fremantle Lodge; Lodge of Harmony (Fremantle).

FREMANTLE CLUB.—President, R. Fairbairn, Esq., R.M.

WEST AUSTRALIAN TURF CLUB.—Secretary, Mr. E. G. S. Hare.

PERTH MUSICAL UNION.—President, Mr. Justice Stone; Conductor, Mr. Justice P. Hensman; Secretary, Mr. H. Wright.

PERTH AMATEUR OPERATIC SOCIETY.—President, Sir T. Cockburn Campbell, Bart. ; Conductor, Mr. J. B. Campbell ; Musical Director, Mr. Francis Hart ; Secretary, Mr. H. R. Watson.

WESTERN LIEDERTAFEL (Fremantle). — President, Chief Justice Onslow ; Conductor, Mr. H. R. Dixson ; Secretary, Mr. Viner.

FREMANTLE MUSICAL ASSOCIATION.—President, Mr. R. Fairbairn ; Conductor, Mr. A. King ; Secretary, Mr. A. Sandover.

PERTH HORTICULTURAL SOCIETY.—Mr. T. Howell.

WEST AUSTRALIAN DOG AND POULTRY SOCIETY (Perth).—Secretary, Mr. C. Fuchs.

PERTH WORKING MEN'S CLUB.

PERTH WORKING MEN'S INSTITUTE.—President, Mr. E. Kay Courtlispe ; Secretary, Mr. T. Lee.

VICTORIA PUBLIC LIBRARY (Perth).—Librarian, Mr. Basil Porter.

WEST AUSTRALIAN NATURAL HISTORY SOCIETY.—President, Sir John Forrest, K.C.M.G. ; Secretary, Mr. B. H. Woodward.

WILGIE CLUB (Painting and Sketching).—Secretary, Mr. B. H. Woodward.

PERTH MUSEUM.—Curator, Mr. B. H. Woodward.

PERTH BENEFIT BUILDING, INVESTMENT, AND LOAN SOCIETY is established under the *Friendly Societies Act* 1863 for the purpose of raising, by weekly or monthly subscriptions, a fund with which to make advances to members of the value of their share or shares, either on loan, or to enable them to erect, repair, improve, or purchase one or more house or houses, or other freehold or leasehold estate, to be mortgaged to the society for the purpose of securing the weekly or monthly repayments. Secretary, E. A. Canning.

FREMANTLE BENEFIT BUILDING, INVESTMENT, AND LOAN SOCIETY.—On the lines of the Perth Society. Secretary, Mr. G. B. Humble.

HIBERNIAN AUSTRALASIAN CATHOLIC BENEFIT SOCIETY.—Perth and Fremantle.

INDEPENDENT ORDER OF GOOD TEMPLARS.—Adult and Juvenile Lodges in Perth and Fremantle.

INDEPENDENT ORDER OF ODDFELLOWS (MANCHESTER UNITY).—Lodges in Perth and Fremantle.

INDEPENDENT ORDER OF ODDFELLOWS (Fremantle).

LOYAL ORANGE LODGE.—Lodges in Perth and Fremantle.

WEST AUSTRALIAN TRADES AND LABOUR COUNCIL (Perth).

WEST AUSTRALIAN EIGHT HOURS ASSOCIATION (Perth).

LUMPERS' UNION (Fremantle).

WEST AUSTRALIAN TYPOGRAPHICAL SOCIETY (Perth).

APPENDIX A.

TARIFF ACT 1888.

FIRST SCHEDULE.

Table of Specific Duties.

ARTICLE.	PER	RATE.
		£ s. d.
Animals, Living		
Horses	each	1 0 0
Horned Cattle for Slaughter	each	1 10 0
Sheep for Slaughter	each	0 2 6
Pigs	each	0 4 0
Arrowroot	lb.	0 0 1
Bacon (smoked or dried, and in pickle or brine), Hams, Tongues	lb.	0 0 3
Beef and Pork (in pickle or brine) and Fresh Meat	lb.	0 0 1
Beer, Cider, and Perry	gallon	0 1 0
Biscuits	lb.	0 0 1
Bran and Pollard	ton	1 0 0
Butter, Butterine, and like substances	lb.	0 0 2
Candles	lb.	0 0 2
Cement	barrel	0 2 0
Cheese	lb.	0 0 3
Cigars, Cigarettes, and Snuff	lb.	0 5 0
Cocoa, Chocolate, preparations of Cocoa and Chocolate, Chicory, Coffee (roast or ground)	lb.	0 0 3
Coffee (raw)	lb.	0 0 2
Confectionery	lb.	0 0 4
Corn :	bushel of	
Oats	40 lb.	0 0 4
Wheat	do. 60 lb.	0 0 6
Barley	do. 50 lb.	0 0 4
Maize and Gram	do. 60 lb.	0 0 6
Dates	lb.	0 0 1
Flour	ton, 2,000 lb	1 0 0
Fruit, dried	lb.	0 0 3
Galvanised Iron (corrugated Sheet)	ton	2 0 0
Ginger	lb.	0 0 3
Hay and Chaff	ton	1 0 0
Hops	lb.	0 0 4
Iron and Steel Wire, Standards and Staples, for Fencing	ton	0 10 0
Iron Gates, Hurdles, and Wrought Bars for Fencing	cwt.	0 1 0
Lard	lb.	0 0 2
Lead (Sheet, Pig, and Piping)	cwt.	0 2 6
Malt	bushel	0 2 0

FIRST SCHEDULE—(continued).

ARTICLE.	PER	RATE.		
		£	s.	d.
Methylated Spirit and other Spirits rendered unfit for human consumption	gallon	0	1	0
Oatmeal	ton	1	10	0
Oil (Fish and Vegetable, except Salad, in bottles)	gallon	0	0	6
Oils, Mineral and Turpentine	gallon	0	0	6
Onions	ton	1	0	0
Ore Bags	doz.	0	0	3
Peel, Candied	lb.	0	0	3
Pepper	lb.	0	0	3
Potatoes	ton	1	0	0
Powder, Gun and Sporting	lb.	0	0	4
Powder, Blasting	lb.	0	0	1
Rice	cwt.	0	2	0
Sacks (corn and flour), Bran and Gunny Bags	doz.	0	0	6
Sago, Tapioca, and Corn Flour	lb.	0	0	1
Salt (except Rock)	ton	1	0	0
Shot	cwt.	0	5	0
Soap (not Toilet)	cwt.	0	3	0
Soda, Crystal	cwt.	0	2	0
Solder	cwt.	0	10	0
Spices	lb.	0	0	3
Spirits, Cordials, or Strong Waters (not being perfumed or medicinal spirits, to be used as medicine or perfumery only), for each and every imperial gallon of such spirits, cordials, or strong waters, of any strength not exceeding the strength of proof by Syke's hydrometer, and so in proportion for any greater strength than the strength of proof, or any quantity greater or less than a gallon ...	gallon	0	15	0
Spirits of Wine, rectified, not being for medicinal purposes ...	gallon	1	0	0
Sugar, Molasses, Treacle, and Golden Syrup	cwt.	0	4	0
Tea	lb.	0	0	4
Tobacco (manufactured)	lb.	0	3	0
Tobacco (unmanufactured)	lb.	0	1	0
Tobacco (for sheepwash)	lb.	0	0	3
Vinegar	gallon	0	0	6
Wine (sparkling)	gallon	0	7	6
Wine (except sparkling)	gallon	0	5	0
Wool Bales	each	0	0	4

SECOND SCHEDULE.

On the undermentioned Goods, Wares, Articles, Merchandise, or things imported into the colony, a duty of 20 per cent., according to the value of the same:—

Aerated and Mineral Waters.	Mantelpieces.
Boats.	Marble and Stone (wrought).
Carriages, Carts, and Waggons.	Perfumery.
Cordials, not spirituous.	Soap, perfumed (toilet and fancy).
Doors, Window Sashes, and Frames.	Timber worked: Architraves, Boards planed, tongued, or grooved, Laths, Mouldings, Palings, and Skirtings.
Furniture.	Tinware.
Harness and Saddlery.	
Jewellery, Electro, Nickel, and other Plated Ware, and Precious Stones.	

THIRD SCHEDULE.

On the undermentioned Goods, Wares, Articles, Merchandise, or things imported into the colony, a duty of 5 per cent., according to the value of the same:—

Anchors.
 Blocks.
 Boilers, land and marine.
 Boiler Tubes.
 Bottles, empty.
 Bottling Wire.
 Brass, sheet or rolled.
 Brewery and Distilling Plant.
 Cables and Chains.
 Copper: Rod, Sheet, and Wire.
 Canvas.
 Cordage, Rope, and Twine (including Galvanised Wire Rope).
 Disinfectants.
 Diving Apparatus.
 Earth Closets.
 Engine Packing.
 Felt Sheathing.
 Filters.
 Forges, Anvils, and Bellows.
 Gas and Iron Water Pipes.
 Harness, Mountings, and Furniture.
 Hose: Canvas, Indiarubber, and Leather.
 Housings, Saddlers'.
 Iron Wire Netting.
 Kid Skins, Mock Kid Skins, Patent Leather, Levant Leather, Morocco Leather, Sealskins, French Calf Skins, Roans, and Satin Hides.

Leather: American Patent (not being Oil Baize).
 Machinery for separating cream.
 Machinery (Agricultural), including Ploughs, Harrows, Scarifiers, Rollers, Horse Rakes (parts of), Reaping, Winnowing, Thrashing, and Mowing Machines, Machines for Sowing Seed by Horse-power, Moulding Boards, Ploughshares, Horse-powers, and Chaff-cutters.
 Machinery for Crushing Quartz.
 Mill Stones and Machinery for Flour Mills.
 Oakum.
 Patent Materials for Wool Scouring.
 Printing Presses and Type.
 Pitch.
 Resin.
 Shoemakers' Grindery.
 Smelting Material and Plant.
 Spars.
 Staves and Hoops for Casks.
 Steam Engines, and parts of.
 Tin: Block, Plate, and Foil.
 Weighbridges.
 Wire Cloth for Quartz Crushing Machinery.
 Work for Patent Slips, and Docks.
 Zinc, sheet and plain.

FOURTH SCHEDULE.

On all Goods, Wares, Articles of Merchandise, or things imported into this colony, and not included in the First, Second, Third, or Fifth Schedules, a duty of 12½ per cent., according to the value of the same.

FIFTH SCHEDULE.

Goods Free of Duty.

Animals, Live (except Horses, Horned Cattle, Pigs, and Sheep, except as named in the First Schedule).
 Band Instruments for Volunteer Force.
 Bells, Musical Instruments, and parts of, for Places of Worship.
 Bone and other manures, including all Fertilisers, and substances to be used in the preparation of artificial manures.
 Books, printed, not being Account, including Music and Charts.
 Coal, Coke, and Patent Fuel.
 Cod Oil, in bulk.

Coloured Glass for Church Windows.
 Fire Engines.
 Hides, raw.
 Ice.
 Immigrants' Tools and Instruments of Trade, not exceeding £10 in value per Immigrant.
 Iron and Steel: Unworked Bar, Sheet, Rod, Plate, and Hoop.
 Iron, Pig.
 Iron: Galvanised Sheet, plain.
 Machinery for boring for Water, Coal, and other Minerals. Metal Sheathing.

FIFTH SCHEDULE—(continued).

<p>Outside Packages in which goods are ordinarily imported, and which are of no commercial value except as covering for goods.</p> <p>Paper, for printing purposes.</p> <p>Paraffine Wax, Paraffine Scale and Stearine.</p> <p>Personal Baggage (not including vehicles, glassware, chinaware, silver and gold plate and plated goods, and furniture other than cabin furniture), which is imported with and by passengers, immigrants and travellers <i>bona fide</i> for their own personal use, and not imported for the purpose of sale.</p> <p>Plants, Seeds, and Bulbs.</p>	<p>Provisions and Stores, Military or Naval, required for Her Majesty's Service.</p> <p>Rails and Fastenings for Railways and Tramways.</p> <p>Rock Salt.</p> <p>Specie, Bullion, and Coin.</p> <p>Soda-Ash and Nitrate of Potash.</p> <p>Stones imported by Municipalities for Flagging.</p> <p>Sulphur.</p> <p>Surgical, Scientific, and Optical Instruments.</p> <p>Uniforms and Appointments, Military, Naval, and Civil, imported by Officers, stationed in the Colony, for their own purposes.</p>
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APPENDIX B.

REGULATIONS FOR GOLD-MINING LEASES.

HOW APPLIED FOR.

Persons desirous of obtaining leases for gold-mining purposes under *The Goldfields Act 1886*, shall apply for the same in the form contained in schedule No. 1 hereto annexed, and subject to the following regulations :—

- (1.) The area applied for shall not exceed twenty-five acres.
- (2.) The term shall not exceed twenty-one years.
- (3.) The rental shall be at the rate of £1 per acre per annum, or for any part of an acre.
- (4.) The applicants shall, thirty days prior to their application being heard by the warden, post a notice in the form of the schedule No. 2 hereto annexed, on a conspicuous part of the ground applied for, and at the warden's office.

- (5.) Each application must be signed by the party or parties applying for the lease, or by accredited agents, and must be accompanied with a sketch plan defining the position of the land applied for.
- (6.) On goldfields where a mining surveyor has been appointed by the Government, the applicant shall, within three months after lodging the application, furnish to the warden a plan in duplicate and description showing the boundaries of the land as actually surveyed and marked by the mining surveyor; where no mining surveyor has been appointed such plan and description shall be lodged within six months after application; but in either case the warden shall have power to recommend further necessary extensions of time. The plan and description of a gold-mining lease shall be executed in accordance with the general directions issued by the Government.
- (7.) In case where the Government have appointed a mining surveyor to act within the limits of any proclaimed gold-field or district, all surveys for gold-mining leases shall be executed only by such mining surveyor, and the fees, according to the following schedule, shall be deposited with the applications for leases:—

SCHEDULE.

Survey of land applied for as auriferous lease.

For 1 acre and under	£2 0 0
„ 5 acres „ „	3 10 0
„ 10 „ „ „	5 0 0
„ 15 „ „ „	6 10 0
„ 20 „ „ „	7 10 0
„ 25 „ „ „	8 10 0
For traverse connection lines, at per mile ...	1 15 0
For survey of underground workings, at per diem	5 5 0
For travelling expenses of mining surveyor, for every mile or part of a mile from the mining surveyor's office, after the first three miles, at per mile one way ...	0 4 0

- (8.) In all cases where the land is so available the area applied for shall be rectangular, and its length shall not exceed twice its breadth; but when owing to the positions of adjoining boundaries or natural features regular rectangular areas are not available, any intervening or irregularly-shaped pieces of land may be applied for, and leases of such pieces may be granted by the Government.

- (9.) Each application must be accompanied with a deposit of the first year's rent, together with the survey fees when required under sub-section seven (7) of this clause, which deposit of rent and survey fees shall be forfeited should the lease, when approved, not be taken out. In the event of the application being refused after survey, the deposit of rent only will be returned.

WARDEN TO RECORD APPLICATION.

The warden shall record each application for a gold-mining lease, but he shall not submit a recommendation for the issue of any lease until after the ground applied for has been surveyed and described by a duly licensed or mining surveyor, and correct plans and descriptions have been lodged in his office.

WARDEN TO REPORT.

The warden shall report on each application, whether the lease should be granted or not. If any objection to the granting of the lease be made, the evidence taken at the hearing of the objection shall be forwarded with the report.

TO BE WORKED HALF-HANDED PENDING DECISION.

In all cases in which no objections have been lodged against any lease within thirty days from the date of the application being lodged with the warden, the ground applied for shall, until the decision of the Government is made known, be worked half-handed; but when intimation has been given that the lease will be granted, the ground shall within thirty days be effectually worked full-handed. A failure to comply with this clause will entail forfeiture whether the lease has been issued or not.

LABOUR CONDITIONS.

[See No. 4056, C.S.O.—5th December, 1889.]

All ground held under a mining lease shall be worked by not less than one man for every three acres, or part of three acres, unless exemption or partial exemption from work has been granted. Provided that no lease shall be worked by less than two men.

GOLD-MINING LEASES CONDITIONALLY SURRENDERED TO BE WORKED FULL-HANDED UNTIL SURRENDER ACCEPTED.

When the holders of a gold-mining lease surrender such lease conditionally upon an application for a new lease being granted, they shall, until such surrender has been accepted, continue to fulfil the working conditions of the lease surrendered, and put on such additional men as may be required to hold any other ground included in the application for a new lease.

EXEMPTION FROM WORK FOR ONE MONTH.

Lessees may apply to the warden, after having posted a notice on the leasehold and at the warden's office of their intention three clear working days before the hearing, to have their leasehold exempted or partially exempted from work for a period not exceeding one month ; and provided no valid objection be lodged, the warden may, upon good cause being shown, grant such exemption or partial exemption from work upon payment of the fee required, and upon such conditions as to bailing as the warden may deem necessary, and any failure on the part of the lessees to fulfil such conditions shall be deemed to be a forfeiture of such exemption.

EXEMPTION FROM WORK FOR SIX MONTHS.

Lessees may apply through the warden to the Commissioner of Crown Lands, after having posted a notice on the leasehold and at the warden's office, stating the grounds on which such application is made, seven clear working days before the hearing thereof by the warden, for exemption or partial exemption from work for a period not exceeding six months. If any objections are lodged against the granting of the exemption, the warden shall take evidence thereof in writing, and shall forward the same, together with his report recommending the Commissioner of Crown Lands to grant, or grant on conditions as to bailing, or refuse the exemption applied for, such report to be read in open court to the applicants and objectors, if any ; and the Commissioner of Crown Lands may grant the exemption upon such conditions as to bailing as he may deem necessary, and upon payment of the fee required. Any failure on the part of the lessees to comply with the conditions of the exemption shall be deemed to be a forfeiture of such exemption.

MINER GIVING NOTICE LEASEHOLD LIABLE TO FORFEITURE TO HAVE PREFERENT RIGHT.

Any miner giving notice to the warden of a goldfield that a leasehold or ground held under application for lease is not being worked in accordance with these regulations, and applying for the forfeiture thereof, shall, in the event of such leasehold being forfeited, have a preferent right for seven days after such forfeiture to take possession of the ground so forfeited, or any portion thereof, as a claim, or to apply for the same as a leasehold.

TRANSFER.

Leases, or shares therein, or an interest in applications for leases, may be transferred in the form in the schedule numbered 3, which must be deposited at the warden's office with the instrument of lease if issued, and the fee required for registration.

DATE OF LEASE AND PAYMENT OF RENTS.

[See No. 4256, C.S.O.—8th May, 1890.]

All gold-mining leases granted under these regulations shall be computed from the 1st of January preceding the date of the approval by the Governor.

PROTECTION AREAS.

WESTERN AUSTRALIA.

REGULATIONS FOR THE MANAGEMENT OF CROWN LANDS NOT WITHIN A PROCLAIMED GOLDFIELD, BUT KNOWN OR PRESUMED TO BE AURIFEROUS (made under Acts 50 Vic., No. 18, and 51 Vic., No. 24).

1. Unless and until a warden be appointed, the Commissioner of Crown Lands, or his agent duly authorised in that behalf, shall have all the powers of a warden of a goldfield, so far as necessary or applicable.

2. The Commissioner of Crown Lands or his agent as aforesaid may grant to any holder of a miner's right a "protection area" of not more than 400 yards by 400 yards. Provided that no miner shall hold a "protection area" within 25 miles of any "protection area" held by him.

3. Such "protection area" must be marked on the ground by cleared lines, and be of rectangular shape, and at each of the four corners thereof a post must be firmly fixed, standing three feet above ground, and four inches in diameter, set in an L trench, three feet long and six inches deep. Such marking shall be deemed a sufficient title for any time not exceeding in any case 30 days, when the distance from the office of the Commissioner of Crown Lands or his agent does not exceed 100 miles, or 50 days when such distance exceeds 100 miles. A notice shall also be posted on some conspicuous part of the area, with the names of the holder or holders, the number and dates of his or their miners' rights, and the date on which the area was taken up.

4. Before the lapse of 30 or 50 days (as the case may be) the miner shall register, at the office of the Commissioner or his agent, such "protection area," and make a statutory declaration that he has complied with the conditions of regulation 3, and that to the best of his knowledge and belief there is or is not any other claimant for the same land. He shall also give the position and boundaries of the land as near as possible. A fee of £5 shall be paid on registration, and a further fee of £5 at the end of each year thereafter, while the said area shall be protected by such registration.

5. Every "protection area" must be worked continuously every ordinary working day after the lapse of the 30 or 50 days referred to in regulation 4, by at least two miners. A "protection area" not so worked, unless an exemption from work shall have been granted by the Commissioner of Crown Lands or his agent, as hereinafter mentioned, shall be liable to forfeiture, and any use of the land so protected, inconsistent with mining purposes, shall render such "protection area" liable to forfeiture.

6. Within 30 clear days after the finding of gold in apparently payable quantities without any "protection area," the holder shall report the

said finding to the Commissioner of Crown Lands or his agent, under pain of forfeiture of such area. If it shall appear to the Commissioner or his agent that sufficient gold has been found to warrant his so doing, he may allot to the holder of a protection area a reward claim in accordance with the provisions of the regulations of 1st October, 1886, and also such additional ordinary claims as he shall apply for, being within such protection area; and for registration of each of such claims the miner shall pay £1, and the "protection area" shall then cease and determine.

7. A miner may take up and work any Crown land as a "claim," whether he is possessed of a "protection area" or not, and regulations Nos. 49 to 57, of the 1st October, 1886, both inclusive, shall apply; provided always that in respect of all claims more than one he shall pay a registration fee of £1.

8. The mode of marking and registration in respect of "claims" shall be the same as for "protection areas."

9. The Commissioner of Crown Lands or his agent shall, in his discretion, have power for such time as he may please, not exceeding three months altogether, to relax, dispense with, or modify the conditions as to labour or residence required by these regulations, when in his opinion it would be unreasonable that such conditions should be enforced in their entirety.

10. The regulations proclaimed on the 1st October, 1886, and any regulations amending the same, shall be read and construed together with these regulations so far as they are consistent and applicable.

ADDITIONAL AMENDED REGULATION FOR THE MANAGEMENT
OF GOLDFIELDS.

Any protection area granted under the regulations of 2nd February, 1888, which after the date of the grant thereof shall have come or shall come within the limits of a proclaimed goldfield, may, notwithstanding the proclamation of such goldfield, continue to be held under the terms of the said regulations, until the expiration of one year from the date of such grant or until the discovery of payable gold on such area, whichever shall first happen; in which latter case the Goldfields Regulations will immediately apply—provided that if the labour conditions requiring two men for each protection area as provided by the regulations of 2nd February, 1888, are not fully complied with, the above extension of time will cease and determine, and the protection area will be forfeited.

This regulation is substituted for the additional regulation gazetted on 1st October, 1888, which is hereby cancelled.

NOTICE.—The attention of holders of protection areas is called to the above regulations intended for their benefit, but they are warned that the wardens of goldfields are instructed not to grant any exemption from the labour conditions to persons availing themselves of this regulation.

SCALE OF FEES AND RENTS.

The following shall be the scale of fees and rents payable under *The Goldfields Act 1886*, and these regulations:—

<i>Under The Goldfields Act, for—</i>		£	s.	d.
Miner's Right	... ..	1	0	0
Business License	... ..	4	0	0
Rent of Gold-Mining Leasehold, per acre	... ..	1	0	0

Under these Regulations, for—

Rents—Area to stack Tailings, per acre	... ..	1	0	0
Market Garden Area, per acre	... ..	1	0	0

Exemptions of—

Gold-Mining Leaseholds from Labour, one month	... ..	1	1	0
Gold-Mining Leaseholds from Labour, exceeding one month	... ..	3	3	0
Claim from Labour, exceeding one month	... ..	0	10	0
Business Area from occupation	... ..	0	2	6
Residence Area from occupation	... ..	0	2	6
Renewal of Business or Residence Area from occupation	... ..	0	2	6
Race from use	... ..	0	10	0

Transfers of—

Gold-Mining Leaseholds or Shares therein	... ..	1	1	0
Claims or Shares therein	... ..	0	5	0
Business Areas	... ..	0	5	0
Residence Areas	... ..	0	5	0
Machine Areas	... ..	0	5	0
Market Garden Areas	... ..	0	5	0
Tailing Areas	... ..	0	5	0
Water Race	... ..	0	5	0
Dam or Reservoir	... ..	0	5	0
All other authorised holdings	... ..	0	5	0

Registration of—

Union of Claims	... ..	0	5	0
Lien	... ..	0	5	0
Rules and Agreements	... ..	0	5	0
Stacked Quartz	... ..	0	5	0

Declaration of Loss of—

Miner's Right	... ..	0	5	0
Certificate of Registration	... ..	0	5	0
Transfer Certificate	0	5	0
Lien Ticket	0	5	0

Registers—

Examination of (for each entry)	0	2	6
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Registration of—

Protection Area	0	10	0
Claim	0	10	0
Machine Area, not to exceed 5 acres	0	10	0
Any other kind	... ..	0	10	0

REWARDS FOR DISCOVERIES OF NEW GOLDFIELDS.

Rewards shall be paid to the discoverers of new goldfields, as follows:—A reward of not less than £500 and not more than £1,000 shall be paid to any person or persons who shall discover a goldfield—deemed by the Governor in Executive Council to be a payable goldfield—in any of the following Divisions of the colony, as defined by the Land Regulations on the 2nd March, 1887, namely:—

South-west Division.
 Gascoyne Division.
 North-west Division.
 Eucla Division.
 Eastern Division.

Not more than one such reward shall be payable in respect of each of the said divisions.

The reward shall be paid to such person or persons as may be deemed to be entitled thereto by the Governor in Executive Council, whose decision on any matter arising under this regulation shall be binding and final without appeal.

MINERAL LEASES (OTHER THAN GOLD).

HOW APPLIED FOR.

59. Miners desirous of obtaining leases under *The Mineral Lands Act of 1892*, shall apply for the same in the form contained in schedule No. 3 hereto annexed, and subject to the following regulations:—

- (1.) The area applied for to work tin, silver, or antimony, within the limits of any proclaimed goldfield or mining district specially notified by proclamation in the *Gazette*, shall not exceed forty (40) acres; beyond such limits the area shall not exceed eighty (80) acres.
- (2.) The area applied for to work minerals other than tin, silver, and antimony, shall not exceed one hundred and sixty (160) acres, except in the case of coal, the area for which shall not exceed 640 acres.
- (3.) The term shall not exceed twenty-one years.
- (4.) The rental shall be at the rate of five shillings per acre, or for any part of an acre, payable yearly in advance, except in the case of coal leases, which shall be at the rate of sixpence an acre and a royalty of threepence per ton on the coal raised.

- (5.) The applicants shall, thirty days prior to their application being heard by the registrar, post a notice, in the form of the schedule No. 4 hereto annexed, on a conspicuous part of the ground applied for and at the Registrar's office, and advertise the same in any local newspaper.
- (6.) Each application must be signed by the party or parties applying for the lease, or by accredited agents, and must be accompanied with a sketch plan defining the position of the land applied for.
- (7.) In mining districts, where a mining surveyor has been appointed by the Government, he shall, within six months after such application is lodged, furnish to the registrar a plan in duplicate and description showing the boundaries of the land as actually surveyed and marked, but, upon good cause being shown, the registrar may recommend further necessary extensions of time. The plan and description of a mineral lease shall be executed in accordance with the general directions issued by the Government.
- (8.) Where no mining surveyor has been appointed, a survey made by a licensed surveyor may be accepted; such survey must be lodged within nine (9) months after application, otherwise such application shall be liable to be cancelled.
- (9.) In all cases where the land is so available the area applied for shall be rectangular, and its length shall not exceed twice its breadth; but when, owing to the positions of adjoining boundaries or natural features, regular rectangular areas are not available, any intervening or irregularly-shaped pieces of land may be applied for, and leases of such pieces may be granted by the Government.
- (10.) Each application must be accompanied with a deposit of the required rent, together with the survey fees prescribed by schedule No. 2, which deposit of rent and survey fees shall be forfeited should the lease, when approved, not be taken out. In the event of the application being refused after survey, the deposit of rent only will be returned. If the application be withdrawn before survey, the survey fee only will be returned.
- (11.) All mineral leases granted under these regulations shall be computed from the 1st of January preceding the date of the approval by the Minister. All rents of mineral leases shall be calculated as from the 1st of January to the 31st December, and shall be paid to the Minister at

APPENDIX C.

FINANCIAL STATEMENT OF THE PREMIER (HON. SIR J. FORREST, K.C.M.G.) IN INTRODUCING THE ESTIMATES FOR 1892.

Thursday, 28th January, 1892.

THE PREMIER AND TREASURER (HON. SIR J. FORREST, K.C.M.G.) said : Mr. Randell,—I have much pleasure in rising to submit to the committee the estimates prepared by the Government for the year 1892. This year is a most important one in the history of the colony, and in the interests of the Constitution which we have begun to work ; and it is my very pleasing duty to be able to inform the House that since the introduction of Responsible Government we have progressed at a rate hitherto unknown in the history of this colony.

THE PAST.

Last year, as hon. members will recollect, I compared the year 1891, which we were just entering upon, with the years 1880 and 1885, and I showed that during the ten years between those wider dates the revenue had increased from £180,049 in 1880 to an estimated revenue of £444,165 in 1891 ; and that the expenditure had increased from £204,337 in 1880 to an estimated expenditure of £446,323 in 1891. This year I propose to follow a different course. I don't intend to look back into the past, because I think we may say that the past may be left behind ; but I propose to deal with the financial aspect from a closer period, and all my observations to-night will be directed to a comparison between the years 1890 and 1891, and our hopes for the year 1892. I will compare the revenue and expenditure for 1890 and 1891 with what we expect to receive, and what we propose to expend, during 1892. Last year I had very good reasons for comparing the revenue of the colony for 1890 with previous years, as far back as ten years, because I had to show to the satisfaction of this House that the colony was progressing ; that it was in a solvent condition ; and that we had reasonable hopes for the future. All this was absolutely necessary in order to justify the action which the Government were taking in introducing to this House a Loan Bill for the prosecution of public works to the extent of £1,336,000. The House was good enough to adopt the policy which was placed before it by the Government ; and I think we may

now say that this ship of State—this Responsible Government, as it is called—has been fairly launched on a broad sea; that this ship has been manned, it will be for you to say how efficiently; and that the sails have been set to a fair breeze which, with a favourable tide, is wafting us on to prosperity and progress.

THE OPERATIONS OF 1891.

The revenue for 1891, as estimated by this Government, was £444,165; and I have very great pleasure in informing the House that we actually received £497,670. That is an amount over our estimate of £53,505. As to the expenditure, no doubt hon. members, and particularly the hon. member for the Gascoyne, who is good enough to listen to me, may expect that it has increased in the same ratio; but I am pleased to be able to inform hon. members that it has not. The expenditure was £435,625. That sum, as I shall show further on, was very much under the estimate. We actually received, therefore, a sum of £62,047 during last year more than we expended. In the year 1890 the revenue received was £414,314, and in 1891 it was £497,670; so that we actually received in 1891 the sum of £83,356 more than we received in 1890; and if we add to this, which I think is not unfair, an amount of £27,000 which we received in 1890 for sales of land at Hampton Plains, which was an extraordinary item of revenue, we have a total of £110,356 received in 1891 more than was received in 1890.

OUR CREDIT BALANCE.

Having saved in 1891 a sum of £62,047, and having a balance in hand of £45,600 with which to begin the year, we had on the 31st December last a balance to the credit of the colony on current account of £107,647. I think this must be to all hon. members, as it is to the Government, a source of great satisfaction, as showing unmistakably the progress and advancement of the colony.

SOME SOURCES OF REVENUE—CUSTOMS.

I will now glance at some of the principal sources of revenue, and compare the years 1891 and 1890 with the finances prospectively of 1892. In 1890 we received from Customs the sum of £182,546, and the estimated receipts for 1891 were £201,800, while we actually received £237,686, being an increased revenue from Customs of £55,140 received for 1891 over the total received for 1890, and also £35,886 over the amount of my estimate. For the year 1892 I estimate that we will receive from Customs a sum of £250,000, that is £12,314 more than we have received for 1891; and I think that, looking at the present condition of the colony and its prospects, this addition of £12,314 to the Customs revenue is not a very high estimate.

LAND REVENUE.

We next come to the item of Land, which is always important as a revenue-producing item in our estimates, and I find that for 1890 we

received £107,636, which sum included £27,000 received from the sale of land at Hampton Plains; so that if we omit that item, which was a very outside one and not likely often to occur, the ordinary revenue was £80,636. The estimate of the Government for 1891 was £100,000, and we received £101,980, or £1,980 more than the estimate; and if we omit the amount received for sale of land at Hampton Plains, the total revenue was £21,344 more than we received for 1890. Then for the year 1892, in view of the circumstances of the colony, we have placed the land revenue at £100,000, being the same amount as we estimated for last year; and we do this because we are aware that there is a depression in the northern parts of the colony, which has been subject to a severe drought, and we cannot expect a large increase of land rents from those districts. But, on the other hand, there is a large quantity of agricultural land being opened for settlement along the Great Southern Railway, and along the other railways that are being constructed, so that we expect a considerable addition to our revenue from conditional purchases; and I think we may fairly place the estimated revenue from land for 1892 at £100,000, which is less by £1,980 than we actually received for 1891.

POST AND TELEGRAPH.

Another item which is an evidence of progress is the Postage returns, and hon. members are aware that during the past year the postage rate to Great Britain has been reduced from 6d. to 2½d. per half-ounce; but notwithstanding that reduction, the postage returns are eminently satisfactory. In 1890 the receipts were £15,459; our estimate for 1891 was £15,400, and we received £17,573, or an increase of £2,173 over the estimate, and £2,114 over what we received in 1890. I think these figures also are very satisfactory indeed. For the year 1892 we estimate that the revenue from postages and commission on money orders will be £19,150, being £1,577 over the amount received for 1891, but not a large estimate considering the progress and development of the colony. Telegrams, again, are another important item as showing the progress of the colony; and I find that in 1890 we received from this source £10,328; our estimate for 1891 was £11,500, and we actually received £12,679, being £1,179 over our estimate, and £2,351 over the receipts for 1890. For the year 1892 the estimate is £13,750, being an increase of £1,071 over the revenue of 1891.

FEEs OF OFFICE.

The item "Fees of office" has increased considerably during the past year, and I think it may be taken, at any rate, that people are doing business, because the fees of office in the Registrar-General's and the Registrar of Titles' offices and for the deeds of grants do show that there is business going on, and any increase in these items shows that there is progress. In 1890 we received from these sources £4,284; we estimated for 1891 a revenue of £4,800, and we actually received £7,085, or £2,285 more than the estimate, and £2,800 more than we

received in 1890. For the year 1892 the proposed estimate is £7,450, or only £365 more than the revenue of 1891, a moderate estimate, which I think has every prospect of being realised.

RAILWAYS.

I now come to one of the most important items, and I think it will soon be the largest source of revenue of all the items in our estimates, and that is our railways. Nothing, I think, shows more than the railway estimates the progress and development that the colony is going through, and I believe we are just beginning now to feel the effects of our railway policy. Hitherto, as we all know, we have for many years built them in a half-and-half sort of way, twenty miles now and forty miles again, and we have expected these railways would instantly develop the country and instantly pay. I have always contended that this was altogether a wrong assumption. The fact of a railway running through a country does not make the land more productive, for it is only the inducement to increased settlement that results from a railway, and when you build a railway, it must take some years before results can be attained, and that has been the case with our Eastern railway. The Government first undertook the section to Guildford, then to Chidlow's Well, then to York, and then to Beverley; but it is only now that the good arising from this railway is being felt and appreciated. The policy of the present Government is to proceed on a different basis. We are not building new railways by small pieces, but we brought forward last session, and received the approval of this House and the country for a policy by which we shall be able to build railways and open up the country at once, and give it a chance of speedy development. As I have said on many occasions, it is impossible in a country like this for any real progress to be made unless there are cheap and rapid means of communication, for without it everything is paralysed, because people cannot get about the country. The revenue received from the railways in 1890 was £45,814. The estimate for 1891 was £53,000. The amount received in the latter year was £63,002, being an excess of £10,002 over the estimate, and £17,188 more than was received in 1890. Some hon. members may say: "Yes, the revenue was obtained, but at what amount of expenditure to produce this amount?" Well, omitting the amount for interest on the capital expended, I may say the expenditure to produce this result was £66,251, this being £3,249 of expenditure over the amount received—not a very large amount considering the circumstances of the colony and the short lines of railway. But for the year 1892 I have another statement to make. For this year we estimate the revenue from railways at £91,000, which includes wharfage receipts, estimated at £7,250. It is found that there is some difficulty in separating this latter item from the railways, and in our future accounts it is proposed that the wharfage expenditure, in all cases where they are connected with the railways, will be shown under the heading of "Railways," though the receipts will be kept separate. The estimated

increase of receipts for railways in 1892 is therefore £20,748 over 1891. This is a pretty big item, but I have the assurance of the Commissioner of Railways that the estimate of receipts is based on the expenditure in proper proportion, and in the event of the receipts not being up to the estimate, a consequent reduction will take place in the expenditure. My hon. friend is quite sanguine that his estimate is not too large, although it is £20,748 more than we received for 1891. The estimated expenditure is £86,368, so that there is an estimated profit of £4,632 on the working of our railways for 1892.

AN ESTIMATED PROFIT.

Now, this is the first year in the history of the colony when there has been any profit, or rather any estimated profit, on the working of our railways. The result has always been a great loss; but if we can make up that loss now, and if we can make a profit on the working of our railways when they are short and disjointed, how much more will we make when we have a proper system of railways connected and working together? It seems to me this is one of the most pleasing facts I have to place before the House, that during 1892 the Railway Department intend to make a profit on the working of our railways.

STAMP REVENUE.

The Stamp revenue is a very important matter, as showing the transactions and dealings with the mercantile community, and it shows up very satisfactorily. In 1890 we received £7,637 in stamp revenue. We estimated for 1891 £10,000, and we received £11,376, being £1,376 more than the estimate, and £3,739 more than for 1890. For 1892 we estimate the revenue at £12,500, or £1,124 more than was received in 1891. Not too high an estimate, I think, considering the amount of money that will be expended in the colony, and the general progress and development going on.

INTEREST.

Hon. members will notice, when they get the Estimates before them, that the amount estimated for interest last year has not been realised. In 1890 the revenue from interest was £1,458. The estimate for 1891 was £6,000. We only received £3,132, and that was £2,868 less than the estimate. This deficiency was caused by our not raising as much of the loan as was expected; and from the same cause the provision made on the Estimates for 1891 for interest on loans—viz., £82,056—was under-drawn by £5,284, and the expenditure on this head only £76,772. For 1892 we place the same amount on the Estimates, namely, £6,000, as we hope to raise during the year, and very soon now, another half-million of our loan of 1890. Of course hon. members are aware that the reason we raised so small an amount of money was (there being really no immediate necessity for it) that we did not think it wise to go into the

London money market at a time of panic. I have no doubt but that to a considerable extent we suffered from the actions of others, because nothing could have been more favorable than our position financially when we went into the market. Still, notwithstanding this, and also that in 1888 our loan was placed in the market at a minimum of nearly £108, in the present instance, after the greatest effort on the part of the Attorney-General, we could place only a portion of the authorised loan at par. The hon. gentleman himself will be able to tell you the amount of trouble and difficulty he had even in inducing our financial agents to place it in the market at all, and at that price. It may be easily said by those who have no responsibility that we should have done something else, but I can only say that the Government did their best. We are not altogether our own masters in this matter; we are to a great extent dependent on the advice of our financial agents, whose advice we are bound to follow or take the very serious responsibility of rejecting it. We cannot act contrary to the advice of our financial agents in these matters; and indeed I believe if we had our loan was certain to have been a failure. However, I am pleased to inform the committee that there is a streak of light on the horizon, and we have hopes that in a short time we shall be able to place another portion of our loan in the market at a fair price considering the conditions, but if any hon. member expects that we are going to get a premium, it is very probable he will be mistaken. We must not be too sanguine in this respect, although I promise the committee that our stock shall not be sacrificed, and that under any circumstances we shall hold off as long as we can for better times.

BANKING RETURNS.

As showing the financial position of the colony, I may just ask hon. members to take a note of the returns which were published the other day showing the banking transactions, and the balances in hand to the end of December, 1891. I am quite surprised to see the amount of money that is in the colony. The amount in actual coin was £386,626, or an increase during the year of £106,250. There were deposits not bearing interest at call amounting to £536,560, deposits at call bearing interest £830,371—a total of deposits at call bearing interest and not bearing interest amounting to £1,366,931, this being an increase of £355,456 during the year. This is certainly a very large amount of capital to be deposited by so small a number of people.

Mr. PARKER: How much has the Government in that?

The TREASURER (Hon. Sir J. Forrest): I cannot answer that exactly off hand. I know there is £100,000 of loan money in the banks, besides nearly double that amount of current revenue at fixed deposit and call. However, the returns which I shall shortly lay on the table will show the whole thing.

Mr. PARKER: I thought perhaps the hon. gentleman might be able to tell us.

THE 1891 LOAN.

The TREASURER (Hon. Sir J. Forrest): Hon. members will now expect me to tell them something about our loans. They are aware that the Attorney-General, at great inconvenience to himself, consented to go to England to arrange our financial business, and to arrange for the appointment of financial agents. The result of his endeavours was that the Government entered into an arrangement with the London and Westminster Bank to do our business and to float our loans. I am sure the Attorney-General performed the duties entrusted to him in the most satisfactory manner—in a manner for which he has my entire thanks, and for which I believe the colony is under a deep debt of gratitude to him. A good impression was created amongst the London financiers by the hon. gentleman, and I believe the fact of our being in a position to send a man of his knowledge and attainments did a great deal of good, with the result that we are opening our business and agency in a satisfactory manner. We were empowered by the *Loan Act* of last year to raise £1,336,000, but we only raised £250,000, bearing interest at 4 per cent. We placed it on the market at par, and it realised £100 10s. 10d. I may inform hon. members that all our business in this colony is transacted by the local banks, and any moneys we require from London we import through them. Our loan realised £251,122 8s. 7d., and the expenses of floating it were £2,955 1s. 10d. The amount actually received was £248,167 6s. 9d., or £1,832 13s. 3d. less than the £250,000.

ARRANGEMENT WITH LOCAL BANKS.

During 1891 I was enabled to make arrangements with the local banks (which I think I may say were very satisfactory considering all the circumstances) by which we lodged all loan moneys brought into the colony at 3 per cent. for 6 months. Under that arrangement we brought here £100,000 out of the £250,000 we raised, and the interest realised £1,036. We made a further arrangement, which I think is also a satisfactory one, that on our daily balance on current account we shall receive 2 per cent., provided that anything under £3,000 does not bear interest. From this we received during 1891 (and the arrangement was only made when the year was half passed) £357, and we received besides, for other balances we were able to place at fixed deposit, £1,739; so that altogether we received last year £3,132 from the local banks for interest. Not a very large item, but it seems we have got the thin end of the wedge in; and, although 2 per cent. on our daily balance is not large, it is very satisfactory, and shows that the banks will meet us in a fair and liberal way, and are desirous to work hand in hand with the Government for the good of the colony.

COST OF RAISING LOANS.

Hon. members may be interested to know the way this £2,955 1s. 10d. was expended by the London and Westminster Bank in floating the loan. I myself think it is not excessive—it is cheap.

The composition and other duties were £1,567 10s., and that had to be paid to the Imperial Revenue; brokerage, £576; advertising, £186 11s. 10d.; bank charges of $\frac{1}{4}$ per cent., £625; making a total of £2,955 11s. 10d. I think this is very reasonable, and the bank did not get much out of the transaction. Hon. members may be interested to know the terms on which the London and Westminster Bank have arranged to raise our loans and do our financial business. I shall have much pleasure in placing the returns on the table presently, but I will now give hon. members a few of the particulars. The commission is $\frac{1}{4}$ per cent., and the charge for maintenance, inscribing the stock, keeping all books, registers, and transfers, and doing the business is £500 per annum per million. The rate of interest allowed on deposits in London, I am sorry to say, is not very large, and if we had the money available we should bring it here, where we could place it to much better advantage. It is $1\frac{1}{2}$ per cent. below the current bank rate of the day. Thus, if the current rate were 2 per cent. we would only get $\frac{1}{2}$ per cent. The rate charged for advances to the Government by the bank is the current Bank of England discount rate. That seems to be very favourable indeed, because the easiest terms on which we could obtain money in the colony from the local institutions is 6 per cent., whereas we can obtain money in London at English bank rates and transfer it here as required. Hitherto we have been able to transfer it here without any charge, and hon. members will see that was a far better arrangement than paying 6 per cent. in the colony. I have great pleasure in saying that the Government are thoroughly satisfied with the arrangements made with the London and Westminster Bank. We can depend on getting the best advice in London on financial matters, and we are dealing with an institution with a world-wide reputation.

IMPORTS AND EXPORTS—POPULATION—GOLD EXPORT, ETC.

Then we come to the imports and exports. The imports for 1890 were £874,447, and for 1891, so far as received, were £1,162,878. The population of the colony at the last census was 49,782 souls, and on the 31st December, 1891, it had reached 53,285 souls, an increase of 3,503 in nine months, so that, taking the population at 53,285 on 31st December, the imports are about £22 per head, which is, I believe, as large as any other Australian colony. The exports for 1890 were £671,813, and for 1891, so far as we have received them, were £765,444. I don't think this shows quite so well as the imports, but it makes, at any rate, over £14 per head of the population. I now come to a very important item, which will have a great effect on the progress and prosperity of the colony, and it has now become one of the principal exports, viz., gold. During 1891 there were entered for export at the Customs 30,311 ounces, valued at £115,181, and of this 12,833 ounces were returned as from Yilgarn. Of course, we all know that in many cases, especially in the northern parts, a considerable quantity is not entered at the Customs. The actual quantity obtained from Yilgarn was 14,230 ounces, valued at £53,356. I believe the

quantity will very largely increase, because it is now acknowledged by everyone that Yilgarn is a permanent goldfield. We are about to have a railway constructed there, and there is a great difficulty for any of us to-night to prognosticate what will be the future of that field.

WORKS TO BE UNDERTAKEN FROM LOAN MONEYS.

I will ask hon. members, in considering these Estimates, not to forget that there will be Loan Estimates besides, and that those Loan Estimates will have to be submitted in a few days, and in them there will be found railways to be constructed, goldfields to be developed, roads to be made, and other items of importance to be dealt with, in addition. There is also £13,000 on the Loan Schedule for buildings in the northern ports, and several other items, and, therefore, if hon. members do not see in the Estimates now before them the particular works which they desire to see placed on them, I would ask them to bear the Loan Estimates in mind, because if they do not appear on these Estimates, there is no reason why they should not on the others. We propose to expend the £13,000 in the *Loan Act* for public buildings, etc., at northern towns in the following manner:—£2,000 on police quarters and cells at Cossack; tramway, car, and goods-shed, Cossack Tramway, £1,000; post and telegraph office, Cossack, £1,500; Broome police station and quarters, £1,500; Wyndham gaol and police quarters (and I hope the hon. member for East Kimberley will listen to this), £2,000; Derby police quarters and cells, £1,500; Onslow police quarters and cells, £1,000; Geraldton post and telegraph office, £2,000; and Carnarvon court house, £500, making a total of £13,000.

THE COLONY'S INDEBTEDNESS.

Last year I gave an exact account of our loans in detail. I showed how much inscribed stock there was and how much debenture stock, and I gave the amount of our sinking funds and other particulars. I do not propose to go over this again now. No material change has taken place except in regard to the sinking fund, and as regards some stock that has been changed from debentures to inscribed stock. The only addition to our loans up to the present is the £250,000 we have borrowed at 4 per cent. The present indebtedness of the colony is £1,613,594. We have a sinking fund, which is invested, amounting to £104,531, which leaves a total net indebtedness and liability of £1,509,062, equal to a little over £28 per head of the population. Queensland, South Australia, and New Zealand have more than double this liability per head of the population. I have not the recent figures; I could not obtain them to-day later than for the end of 1889. At that time the liability of Queensland was £63 per head of the population; in South Australia it was £63; Victoria, £33; New South Wales, £41; New Zealand, £62; and Tasmania, £43. We have, therefore, by far the least indebtedness per head of the population of all the colonies. No doubt these figures have increased since 1889, still we only owe at

the present time £28 per head of the population. I think this is satisfactory, and does not show that we are in a very bad way, as some people would have us believe.

EXPENDITURE FOR 1891.

While we have been fairly liberal with the expenditure, hon. members will see from the Estimates that we have not been extravagant; we have rather been careful. We have jealously guarded the constitutional rights of this House, notwithstanding what the hon. member for East Perth has said. And in cases where there was no vote we have always most carefully considered the matter, and we have never spent a single sixpence unless we felt quite certain this House would approve of it. We not only saved £62,047 during the year, but we actually expended £10,701 less than the estimated expenditure. Hon. members will remember that the estimated expenditure was £446,323, and the actual expenditure £435,622, or £10,701 less than we were authorised by this House to expend, and I think this shows economy and care. Let the hon. member for East Perth consider this.

REVENUE FOR 1891.

There is another important matter. The revenue for 1891 was obtained without any large expenditure of loan moneys. Some people would say, "You can easily obtain a large revenue by expending hundreds of thousands of pounds of loan money," but only £72,140 was expended out of loan money up to 31st December, 1891. It is thus satisfactory to know that we have not been bolstered up by large loan expenditure, and that our satisfactory condition of affairs has been obtained by honest development.

THE FUTURE.

Having now, sir, dealt in some way with the past year's operations, I will now take a glance, if hon. members will bear with me, at the future. I say unhesitatingly there never was a time in the history of the colony when the finances were in a more solvent condition. And, I say, that knowing the difficulties that exist in the northern portions of the colony owing to the drought, and feeling them personally too, there never was a time when the future success of the colony was, as a whole, more hopeful. I will tell hon. members what we have before us, and I think if they have not thought the matter out for themselves I will rather astonish them. There is no reason why people should not flock here in thousands to share in the good things which we offer. We do not, however, want those who are not willing to work; but anyone who is willing to throw in his lot with us and try to develop the colony we shall be glad to welcome.

AMOUNT AVAILABLE FOR PUBLIC WORKS.

The Government has legally at its disposal for public works and for the services of the colony no less a sum than £1,917,215, and I will

show how. We have a balance of £107,647, we have a balance out of the loan of £250,000 we have raised of £176,027, and we can raise to-morrow a further £1,086,000. We have unexpended balances of £8,765 from former loans, and we have an estimated revenue of £538,775. All these sums added together will show that the Government are legally able, if they so desired, to get hold of £1,917,215 and expend it. I do not suppose we could spend it all in one year—at least we do not intend to. I think this a very satisfactory outlook.

Mr. CANNING : Loan moneys and all ?

ESTIMATED REVENUE FOR 1892.

The TREASURER (Hon. Sir J. Forrest) : The estimated revenue for 1892 is £538,775, being £41,085 more than for the year 1891, and if this is added to the credit balance of £107,647, there is available for the services of 1892, and which we are dealing with in these Estimates, a sum of £646,422.

ESTIMATED EXPENDITURE FOR 1892.

The estimated expenditure for 1892 is £596,809, or £161,186 more than was expended in 1891. I think hon. members will see we are getting into quite respectable figures. I expect that on the 31st December, 1892, we shall have a credit balance in favour of this colony of £49,612.

SOURCES OF REVENUE.

The principal sources of revenue are :—Customs £250,000, land £100,000, railways £91,000, postage £19,150, stamps £12,500, which, together with other items, make a total of £538,775. I do not intend now to go through the Estimates as it has been the custom sometimes, or deal with them in detail, because hon. members will have them before them, and as they pass through we will be able to explain them. I will, however, touch upon a few of the points.

SOME ITEMS OF EXPENDITURE.

Among the items of expenditure for 1892 you will find the "Miscellaneous Services" are increased from £17,276 in 1891 to £25,338 ; and works and buildings for which you voted £23,822 in 1891, you will be asked to vote £93,055. The expenditure for 1891 for miscellaneous services, although you voted only £17,276, was £21,939 ; and for works and buildings you voted £23,822, and we expended only £19,532. One was therefore above the estimate and the other below it.

NEW WORKS.

The expenditure on works and buildings as estimated for this year is very large, namely, £93,055. It includes additions and repairs to buildings throughout the colony, £13,490 ; erection of public buildings, £41,470 ; furniture for public buildings, £1,300 ; harbour and river

improvements, £11,750; and miscellaneous services, £20,510. Among the works we propose to ask you to approve of, the most important are a new wing to Government offices, £6,000; Rottnest lighthouse, £6,000; new schools, £6,700; new post and telegraph offices, £6,300; hospitals, £8,200; jetties, £10,800; besides many other important and necessary works estimated to amount to £93,055. I think never before was such an amount placed before hon. members for public works and buildings in this House, and I think when the Government has the money to expend on these most necessary and urgent works, it shows that we have the money available, and the colony has some backbone in it.

MINISTERIAL SALARIES.

There is another item you will find in the miscellaneous votes, which is somewhat delicate for me to refer to, and that is a proposed addition to ministerial salaries. It has been represented to me by many persons that the salaries provided for Ministers under the *Constitution Act* are too low, and that £600 a year to each Minister, and £800 to the Premier, is not sufficient to enable them to do justice to the position. I believe I have said that I did not intend to move in this matter. However, I must retract from that position and inform hon. members we have placed on the Estimates the sum of £1,000 for increase to ministerial salaries, which will enable an increase of £200 to be given to each Minister. I think there is no doubt that the salaries are inadequate for the services rendered—especially inadequate in some cases. Of course, in my own case, I cannot say it is inadequate, because I have no particular private duties that require my attention, and I am willing to give my time to the services of the country; but in the case of the legal officer of the Government, there are very few who are suitable and available, and hon. members can see how much time and how much loss it must be to any of the leading barristers of the colony to take office. In fact, they take it at a great sacrifice; and in the case of the present Attorney-General, it is perfectly ridiculous that he should be expected to give up his time and neglect his own business, and be always available for the services of the Government to advise on this and that, and also draft the numerous bills which, if we had to pay for, would amount to double the amount of his salary. Considering all these matters, I came to the conclusion that we should be justified in asking hon. members whether the time had not arrived when an addition should be made to the salaries of Ministers.

SUBSIDIES TO MUNICIPALITIES.

Sir, we propose to make a new departure in our estimates of expenditure, which I hope will receive the support of hon. members. We intend to subsidise the municipalities of the colony. This will, of course, be of importance to all the towns of the colony, because though the revenue of some of them may be small, still when added to in a certain proportion, it will be of great assistance to them. More

particularly will it be of assistance to the municipalities of Perth and Fremantle, which will largely benefit, and the ratepayers will be able to make their towns more attractive and really place them in a far better position than they are at the present time. The city of Perth is represented in this House by three members who for some unknown reason or other sit on the Opposition benches. I only wish to be perfectly outspoken in this matter. That circumstance does not influence the Government at all. We are as pleased to assist members sitting on the opposite side of the House as those sitting on our side, though we prefer to see them sitting on this side. In this case I do not think we can be charged with allowing our feelings to get the better of us. We think that, notwithstanding that the three members for Perth sit in Opposition, the city of Perth will be found to be largely benefited by these estimates, and some hon. members may take an exception to some of the items; but Perth is the capital of the colony, and ought to be improved and made attractive as the other capital cities. It is desirable to beautify Perth, and make it a more attractive and healthy place than it is at present.

Mr. CANNING: Heap coals of fire on the heads of the three Opposition members.

The TREASURER (Hon. Sir J. Forrest): We think that the time has arrived when the people living in towns and cities should be assisted; and the subsidy we propose to give to the towns all alike is 10s. in the pound for each pound they raise on the general rate; and for this purpose we have placed on the estimates a sum of £5,000. I hope the Government will be able to continue this subsidy in future years; but the municipalities must remember that in voting the subsidy for one year, if the House consents to do it, the subsidy must not be counted upon; and of course this House will require to know how it has been spent. All I can promise the municipalities is that the Government will do their best to carry this £5,000; and next year, if funds are available, we shall be very glad to continue it.

IMPROVEMENT OF THE CAPITAL.

There is another important item for Perth in the Estimates, and that is, we propose to spend £2,000 in reclamation along Perth Water. I think this will be money well laid out, as this work will give more space for the recreation of the inhabitants, and I believe it will make the place more healthy. But already a great deal has been done in this matter; the Recreation Ground by the water is a source of enjoyment and pleasure to thousands, and it was made without a large expenditure; and I believe this amount of £2,000 will go a long way to increase that space and otherwise beautify and improve Perth Water. We also place £2,000 on the Estimates for improving the Park on the top of "The Mount." It is a beautiful piece of ground, a thousand acres in extent, and with a judicious expenditure it might be made one of the most

beautiful and attractive places in Australia, and it seems to the Government that the time has come when something should be done to reclaim it from the waste it now is, and by fencing and clearing and making roads through it, the Park may be made a really attractive place, not only for the inhabitants of Perth, but a source of enjoyment to the people of the colony. We might have roads all about it for walks and drives to the extent of hundreds of miles; and I look forward to the time when this beautiful piece of land, which by the wisdom of the Government has been set apart as a Park for all the citizens, and also for the people of the colony, can be made attractive and enjoyable as a beautiful place of public resort.

AN OBSERVATORY.

Another item you will find on the Estimates, and which as we progress and do not wish to be left behind in the race, is very necessary and important, and that is a Perth Observatory, for which £2,000 are put on the Estimates. It is quite a reproach to this large colony that we have not an Observatory in it. Why, any of the small places about the world, if of any importance, has an Observatory, and this is especially noticeable in the other colonies of Australia, which have Observatories wherein astronomical and meteorological observations are registered, and by means of which ships in port can get their chronometers rated by a time-ball. It is a discredit that there is not a time-ball at Fremantle, and that the shipmasters are not able to correct their chronometers except by a rough method of calculation. In Western Australia there is a great field for research. Our weather reports are kept in only a sort of half-and-half way; whereas in the other colonies, and in other parts of the world, you will find the weather chart is posted up for public information. We have no department in this colony to take charge of these things. The work that is done now, and done very well with the means available, is carried on by an officer who is in another department; but we want a scientific man at the head of this institution, who will make this matter his constant study; and if you agree to the vote for this Observatory, I shall propose next year that we import a scientific man from the Greenwich Observatory or some other institution.

THE AGENT-GENERALSHIP.

There is another important matter which I shall take the opportunity of informing the House of, and the reason why it has not been made public before is that I only received the information last night. It is in regard to the proposed expenditure of £1,500 for an Agent-General. I have much pleasure in stating to the House that the Government have offered the appointment to Sir William Robinson, and he has accepted the position at a salary of £1,500 a year, with a certain tenure for five years. This arrangement is, of course, subject to the approval of this House. If the hon. members do not approve of it, of course it will not take place. I may say, however, the Government have been in a difficulty in filling up the appointment, as it was necessary to have a man

of experience and ability, one who could meet on equal terms the great financiers in London, and we wanted a man of probity and undoubted integrity. We have, in our opinion, obtained such a man, and it will be for this House to say if the arrangements are to be confirmed. I think the colony is fortunate in being able to secure such a man for the position. The salary we always intended to place on the Estimates was £1,250, and that was the utmost I was prepared to offer, but as time went on, and the necessity for the appointment became greater, I came to the conclusion that if we could get a man entirely suitable for the position the amount of £250 should not be allowed to stand in the way. If hon. members think £1,500 too much, we can make it a condition that it shall not apply to his successor, but I think that in these early days of Responsible Government, it is most essential we should be well represented in London. We want one who will deal with these leading financiers, and will meet them on equal terms. If the proposal does not meet with the approval of the House no harm will be done, because Sir William Robinson is still the Governor of the colony, and can return. The reason we place this matter before hon. members is, that we consider it the best appointment we can make in the interests of the colony. Personally, I consider Sir William Robinson is not acting wisely in his own interests, because he has, as Governor here, £4,000 a year, a splendid house and gardens, and to give those up for £1,500 a year is past comprehension. Still people have their own views and ideas, and there is the fact that yesterday I received the telegram saying that if the appointment were made at £1,500 a year, with a tenure of five years, he would accept it. I leave the matter in the hands of hon. members, and when the item comes before them, they will be able to express their opinions on it.

JUSTIFICATION OF THE GOVERNMENT POLICY.

When I brought the Estimates before the House last year I was told that I was too sanguine. The hon. member for the Swan told me I should not get the revenue I anticipated. I will just quote what he said from *Hansard*. He said that the Premier had stated: "That he had every confidence that we should have at the end of 1891 a sufficient balance to credit to pay the interest on the loan up to the end of 1892. He (Mr. Loton) had grave doubts of this. He doubted if we should obtain our revenue. And then he said that for the current year the Premier estimated he would receive a revenue of £444,165, showing an increase on the ordinary revenue of the previous year, not of £5,000, but, if the windfall of £27,000 was allowed for, of £56,851, and that it was upon this estimate—this somewhat inflated estimate—that the Government reckoned to pay the interest on the loan up to the end of the year." I cannot deny that when I heard such remarks coming from a man of the reputation and experience of the hon. member, I began to consider whether, after all, he might not be right and I wrong, and that I had taken a too sanguine view. I, however, felt convinced that I had not, and the result proved that I was right and he was wrong, for our revenue has in fact exceeded our estimate

by £53,505. The Government has, therefore, every cause to be satisfied, and I am sure that the hon. member for the Swan is also as pleased and satisfied as anyone in this House. Then the hon. member for the Greenough (Mr. Traylen), in one of his speeches, described our policy as one of burdening the present population for the sake of attracting others to these shores. I would ask the House whether this has been the result. In the face of many difficulties, can anyone say we have not prospered, and are not progressing? I did say, and the hon. member for the Swan was right when he quoted it, that I hoped the surplus would be sufficient to meet the whole of the interest on our loans for 1892, and I am glad to inform the House that my hopes have been realised. The estimated interest on the loans for 1892, which includes £750,000, of which we have yet £500,000 to borrow, and the whole of our previous loans, is £102,007, and our credit balance on the 31st December last was £107,647, a sum more than sufficient by £6,640 to pay the interest on all our loans for the current year. I have the right, without being too elated, to claim the honours of victory, and to say that, although I have not had a great experience in finance, my judgment was right, and that those hon. members who had more experience were wrong. I would ask hon. members to say whether under these circumstances we can be said to have so managed the affairs of the colony as to be considered reckless; or have we not rather managed them with care and economy? I think the verdict in this case must follow the result. I would ask hon. members, with these facts before them, whether the state of the colony justifies the remarks of the hon. member for East Perth (Mr. Canning) when speaking on the Address-in-reply a few weeks ago? What did he say? He said: "I cannot help, on this occasion, calling attention to the enormous, the prodigious, rate at which our expenditure has increased during the last twelve months." He also said these words: "There has been a general and lavish—not to say reckless—expenditure all round"; and he said a great deal more in the same strain. I would ask this House whether these remarks were justified? Were they made after due consideration, and with an honest desire to assist this House or the country? Or were they said with an utter disregard of facts and truth, and in a reckless spirit of opposition? I consider that the hon. member has been guilty of culpable recklessness, because, being connected with a financial institution of this colony, his words, although uttered in this House, do not stop here. They go beyond the limits of this House and the colony, and they do quite as much harm as if they were true. The hon. member for East Perth (Mr. Canning), in his desire to attack this bench, forgot his duty to the colony altogether. By his utter disregard for facts, and by his reckless statements, he has injured the colony, whereas his only desire was, I am sure, to injure this bench—a desire in which he has completely failed. Why I speak warmly is that the hon. member has made a statement which will go outside this colony, and from which many will believe and think that there is a reckless Government—a Government which is ruining the colony by an

enormous and prodigious expenditure, whereas in fact we have spent £10,701 less than we were authorised by this House; and I think, therefore, I am justified in replying to the hon. member and telling him that he is not worth listening to. Our policy has been approved of by the colony.

SOME CAUSES OF THE COLONY'S PROSPERITY.

The change of constitution has worked like magic. During past years we have listened to financial statements from the Colonial Secretary, which, in my experience, have been gloomy and doleful accounts of the colony. We have been told that we must be careful, for the colony was on the high-road to ruin. I do not blame the former occupants of this bench, but undoubtedly a change has taken place. The past year is the only one we have had any experience of, but it is a very easy task for me to-night to place before the House a statement of our position financially, for we have no deficit, but all is prosperity and increase. I might, however, give hon. members a little bit of warning. Although our position as a colony is good, and our financial affairs are solvent, and although our future is assured as far as we can see ahead, I give hon. members warning that this will not do away with the necessity of watching and checking us in our financial proposals. I almost feel that I cannot be right in giving such a glowing description of the financial position of the colony when I know that in a large portion of the colony there is such a dark cloud hanging over and darkening the very doors and houses of the people. The drought is not over yet. Certainly there are signs of its dispersal, but the end is not yet, and whatever the results may be, years and years must pass before persons who have invested their capital and embarked their fortunes in that part of the colony can recover what they have lost. But while we know this, and the fact appeals to us in more ways than one, yet the colony, notwithstanding this calamity, has prospered and is progressing. I can only put down the improvement in our position to gold discoveries, which have come to the rescue. The impetus which has been given to the colony through the discovery of gold and the development of our mineral resources has done away with the great depression which otherwise must have followed this drought in the north. I can assure hon. members that as far as the Government are concerned, we intend to pursue the course we have started on. We intend to practice strict economy, joined with judicious expenditure and reasonable boldness. We know the colony and know its resources, and we know whether it will be likely to respond to our efforts. The first year under Responsible Government has been more prosperous than even I anticipated. The change seems to have come at a fortunate period—gold had just been discovered, and two railway companies were engaged in railway construction of 500 miles of railway on the land-grant system. A great amount of money was brought to the colony at a fortunate time for us, by the making of the Great Southern Railway, and the results of the expenditure of that money between Beverley and

Albany are there for anyone to see. A vast area of country which was then lying waste is now opened by a railway, and is going to be a very important field for agricultural development; and instead of that country remaining unoccupied, almost unknown, towns are rising at intervals, and public buildings are becoming necessary as a consequence of the developments that are going on. The same results will certainly occur when the Midland Railway is completed. Another thing that assisted us a little was the slight check which has been given to the great success and prosperity that had attended so long the eastern colonies. No doubt the more adventurous, the ambitious, and the less successful people in those colonies are now coming to us, and I am sure there is not one person among us who does not wish them God-speed in coming to settle among us.

EFFECTS OF THE CHANGE OF CONSTITUTION.

We have had one year's experience of this form of Government, and I think the result has been very satisfactory. Our revenue has increased from £414,314 in 1890 to £497,670 in 1891, and we anticipate a revenue of £538,775 for 1892. This increase has not been caused by any fortuitous expenditure of loan money, but by steady development, and also in the face of great drawbacks, for northern parts of the colony have been afflicted with a severe drought. Sir, I have completed all I have to say on this occasion. I think we have every cause to be satisfied with our circumstances. As I have said, we have had one year under Responsible Government—a form of Government so desired by many and so feared by some has come upon us, and we have now had a short experience of it. If we are to judge by the success and progress made in this one year, of course the verdict must be in its favour; and if the people of the country will take a real interest in political matters, and will devote themselves with energy to the development of the country, I see no reason why the experiment should not be entirely a success. They may depend upon this, that if they neglect the opportunities and are careless of the great advantages which they have now, they will lose them, and other persons will come in and reap the reward.

CONCLUSION.

I thank hon. members, on behalf of myself and my colleagues, for the generous support which has been given us during the past year. Without the help of the members of this House we would have been perfectly powerless; but, with your assistance and counsel, I believe we shall be able, if we all pull together, to make this colony of Western Australia a place worth coming to, a place worth living in; and I believe, too, if we are honest in our endeavours and work together as we should, that our colony will be able to take an important position amongst her great eastern sisters.

